REGISTERED No. 1—1875.

The Bombay Gazette.

No. 8,188.—New Series. BOMBAY :—THURSDAY, MAY 6, 1875.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

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Per Annum	Rs. 52	Per Annum	Rs. 67
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TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
Third do.	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows :—

Not exceeding three lines	Re. 1 0
Each succeeding line	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers and Cargo, every week.

The Steam Ship "ETHIOPIA," 2,932 Tons, 250 H.P. Commander J. H. Atkinson, will be despatched on SATURDAY, the 8th May 1875, at 4 P.M.

	May 1875.		May 1875.
Leaves BOMBAY	8	Leave Madras	23
„ Carwar	10	„ Coconada	25
„ Narmkol	14	„ Visagapatam	26
„ Aleppy	14	„ Bimlipatam	26
„ Tuticorin	16	„ Calingapatam	27
„ Colombo	17	„ Gopalpore	27
„ Galle	18	„ False Point	28
„ Negapatam	21	Arrives CALCUTTA	30

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's eSteamers, which run regularly.

Also for Batavia, Sourabaya, Tjilatjap, Palembang, Postinak, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

P.S.—Weather permitting, the Steamer will call at Mangalore, Cannanore, Tellicherry, Calicut, Beypore and Cochin.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week for the Persian Gulf, touching at KURRACHEE, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BARREIN, KOWEIT, and MAHOMERAH.

The s.s. BUSHEER, 792 Tons, 120 H. P., Commander J. Smith, will be despatched on FRIDAY, the 7th May 1875, at 4 P.M.

	May 1875.		May 1875.
Leave BOMBAY	7	Leave BUSREH	23
„ Kurrachee	11	„ Mahomerah	26
„ Muscat	14	„ Fao	28
„ Bunder Abbas	16	„ Bushire	30
„ Linga	18	„ Linga	31
„ Bahrein	19	„ Bunder Abbas	June 1
„ Bushire	20	„ Jask	2
„ Fao	22	„ Gwader	4
„ Mahomerah	22	„ Kurrachee	8
Arrive BUSREH	23	Arrive BOMBAY	11

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), and their Mail Contract with Government, and in connection with the weekly service from England, will, during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 2 P.M.

The s.s. BUSHEER, 792 Tons, 120 H.P., Commander J. Smith, will be despatched on FRIDAY, the 7th May 1875, at 4 P.M.

The s.s. INDIA, 1,060 Tons, 142 H.P., Commander J. Hobbson, will be despatched on MONDAY, the 10th May 1875, at 2 P.M., calling at Veraval, Mangrol, and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR & INTERMEDIATE PORTS.

EVERY THURSDAY at 4 P.M.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the s.s. PUNJAUB, 1,080 Tons, 200 H.P., Commander G. G. Stevenson, as above on THURSDAY, the 6th May 1875, at 4 P.M. She will call at

Hurnee.	Deoghur.	
Ratnagherry.	Malwan.	
Jaytapore.	Vingoria.	
Viziadroog.	Goa (Panjim) and Carwar.	

For freight or passage apply to

W. NICOL & Co., Agents.

STEAM TO GOA, CARWAR, COMPTA AND INTERMEDIATE PORTS.

Every Tuesday, at 4 P.M.

THE well-known and fast sailing Steamer PEARL, C. Donne, Commander, will leave for the above Ports on TUESDAY next, the 11th May at 4 P.M., from the Apollo Bunder :—

Hurnee.	Vingoria.	
Ratnagherry.	Goa Panjim.	
Jaytapore.	Carwar.	
Malwan.	Compta.	

For Freight or Passage apply to the Undersigned.

DADABHOY JAMSETJEE, Agent.

No. 14, Medows Street.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY, on the 24th, on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Steamers.
Suez	36	22	9	
Port Said	36	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	

(Children under 2 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"BATAVIA," to sail on TUESDAY, the 1st of June 1875.

"PERSIA," to sail on THURSDAY, the 1st of July, 1875.

All Steamers of this Company have large First and Second-Class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,

Agent Rubattino Steam Navigation Company, No. 9 Hummum Street.

Bombay, 1st January 1875.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

TO LEAVE THE MAY POSITIVELY.

THE fast and magnificent S. S. "NAVARINO,"

S. H. BUTLER, Commander, 3,260 tons, 450 H. P., built expressly for the Indian trade, with special reference to the convenience and comfort of passengers. She has very superior accommodation on the Saloon and Main decks for 100 first-class passengers, and is fitted with every requisite. She carries a Surgeon and Stewardess, and has a good Milch Cow on board.

The "NAVARINO" made the passage out in 22 days, including all stoppages.

RATES OF PASSAGE MONEY.

	1st Class.	2nd Cl ss.	Steerage.
To Liverpool	Rs 500	Rs. 300	Rs. 200
To Suez	350	200	„
To Malta	400	250	„

exclusive of Wines and Spirits, which can be had on board. For passage and further particulars apply to

GRINDLAY, GROOM & Co., Passenger Agents.

W. NICOL & Co., Consignees.

Bombay, 27th April, 1875.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :

Captain.	Tons.	H.P.	
			May.
MIRZAPORE	A. Parish	3763	600 10th—Southampton.
BARODA	W. Fentiman	1874	400 17th—Suez, &c.
KHIVA	C. G. Perrins	2609	450 24th—Southampton.
GEELONG	C. Fraser	1564	350 31st—Suez, &c.
			June.
GWALIOR	N. W. Haselwood	2725	450 4th—Southampton.
BOKHARA	W. D. Anderson	2932	450 11th—Suez, &c.
LOMBARDY	E. M. Gellson	2723	450 18th—Southampton.
KASHGAR	G. J. Balcet	2639	450 25th—Suez, &c.
			July.
HINDOSTAN	N. Rosbell	3113	600 2nd—Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 3rd May 1875.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 17th May 1875, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. NIZAM, (2,725 tons, and 450 H.P.), Captain A. E. Barlow, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any sheet of opium, the officer's receipt for which is not delivered at the Company's Office before noon, on Saturday, the 15th May 1875.

GEORGE F. HENRY, Superintendent.

Bombay, 3rd May 1875.

STEAM BOMBAY TO LIVERPOOL. VIA SUEZ CANAL.

TO LEAVE ON THE MORNING OF 9TH INSTANT, POSITIVELY.

THE fine new full-powered S. S. KING ARTHUR, Lieutenant Johnstone, R.N., Commander, will leave Bombay as above FARE TO LIVERPOOL, Rs. 500.

This vessel has excellent Saloon accommodation on deck for a limited number of 1st Class Passengers, and will carry a Doctor and a Stewardess. For passage, &c., apply to

KING, KING & Co.,

4, Church Lane.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO. 40, MEADOW STREET.

AUCTION SALE OF BALL THREAD.

On SATURDAY, the 8th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at their Room, Meadow Street, No. 40, the following Ball Thread :—

On account and at the risk of whom it may concern ex Steamer "Celia" :—

V. B.—No. 6-78-18 Cases Ball Thread, more or less damaged by salt water.

A deposit of 25 per cent. will be required at the time of Sale.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 6th May 1875.

MEHRJEE, JOHNSTON & CO. AUCTION SALE OF STEAM ENGINES AND BOILERS.

The undersigned will submit to Public Auction, on the premises of the Mandvie Weaving and Press Company, Elphinstone Bunder, at 3 P.M. of Thursday the 13th instant the following :—

1 Pair of Steam Engines 60 Horse-power built by Ralph Gouthard & Co. and 4 Large Boilers in working condition.

N.B.—A deposit of 25 per cent. of the purchase money will be required at the time of sale, and intending purchasers can inspect both the Engines and Boilers at any time at the above premises.

MEHRJEE, JOHNSTON & Co.

Bombay, 6th May 1875.

DINSHAW HORMUSJEE & COMPANY, NO. 13, APOLLO STREET.

AUCTION SALE of Elegantly Carved Blackwood Furniture, Glass, Crockery, and Fleetwware, &c., at the Bungalow next to Mr. G. H. Wadia's Dispensary, Tanna.

THIS DAY THURSDAY, the 6th instant, Messrs. DINSHAW HORMUSJEE and Co. are instructed to sell by Public Auction, at 12 o'clock noon, at the above-mentioned place, all the elegantly carved furniture, &c., the property of Surgeon-Major H. Atkins (Civil Surgeon, Tanna) proceeding in up-country, the same comprising cut glassware, decanters, jugs, icesplates, handsome dinner, dessert and tea set, plated cruet and egg frames, salver, teaurn, kettler, knives, &c., and the furniture all carved wild a-wood, viz. such as circular and pier-tables, sideboard, teapoys, chiffoniers, whatnots, writing tables, sets of dining tables, camp cots, clothes and gown presses, dressing and wash-hand tables, toilette glasses, hanging and table argand lamps, dispense cupboards, and miscellaneous articles, &c.

No Catalogues, and the property is now on view.

AUCTION SALE of Neat Household Furniture, Glass, and Crockery, Plateware, &c., at Lawrence De Lima Street, opposite Nowalz's Tanks, Mazagon.

ON SATURDAY, the 8th instant, at 1 o'clock P.M., Messrs. DINSHAW HORMUSJEE and Co. will sell by Public Auction at the above-named place, all the property of W. W. McCully, Esq., the same comprises, star cut glassware, decanters, claret jug, &c., white and red bordered dinner set, dessert and several tea sets, dish-covers, curry-dishes, ice-pails, coffees, tea and ice pitcher tea set, tea tray, candlesticks, knives and forks, sets of camp-table, sideboard, reclining couches, chairs, hanging and table argandlamps, writing table, pigeon-hole, carpets, circular, pier, and side tables, teapoys, chiffoniers, dressingroom, and easy chairs, conversation couches, ornamental screens, screens, large cot with mattress, ward-robes, presses, American chairs, washand and dressing tables, toilette glasses, dispense and copper cooking utensils, &c., &c.

No Catalogues, and the property will be on view 3 days before the day of sale.

DINSHAW HORMUSJEE & Co.

Bombay, 6th May 1875.

BOMONJEE DOSSABHOY, AUCTIONEER, No 6, FORBES STREET.

AUCTION SALE of Valuable Landed Property at Malabar Hill.

BOMANJEE DOSSABHOY will sell by Public Auction, on WEDNESDAY, the 12th instant, at 3 P.M. on the premises, by order of the Mortgagee Mr. Dharsey Hemraj, and on account and risk of Mr. Shapoorjee Aspandarjee Mortgagor :—

All that piece or parcel of Ground with the pucca messuages, tenements, and bungalows standing thereon, assessed under No. 54, by the Municipality of Bombay and another bungalow adjoining thereon, containing by admeasurement one thousand three hundred and eighteen square yards or thereabouts situate lying and being on the north side of the Ambawady Lane near the junction of Kurruck and Bridge, Malabar Hill Road-, in the sub-district of Bhoolehwur, without the Fort of Bombay, and bounded on the east by the property of Lukmidas Khimjee, on the west by the property of Jethia Doongersey, on the south by the said Ambawady Lane, and which was formerly in the occupation of Mr. Cameron and is a present unoccupied.

Two-thirds of the purchase money to be paid at the time of sale, and for further particulars and conditions of sale, apply at the room of the Undersigned.

AUCTION SALE of a land property at Macka Taback Pole within the Fort, Bombay.

BOMANJEE DOSSABHOY will, under instruction from the Mortgagee Mithibai, widow of the late Cowajee Shapurjee Taback, deceased, and on account and risk of the Mortgagors Hormusjee Cursetjee Ghaswalla and Jamsetjee Cursetjee Ghaswalla, sell by Public Auction, at 4 o'clock P.M., on Monday, the 17th instant, on the premises, without reserve, all the right, title, and interest of the said Mortgagors in all the first storey of a house situate at Macka Taback's Pole, Fort, within the sub-district of Fort and Colaba, assessed under No. 50 and bounded as follows :—On or towards the east by a passage of the said house, on or towards the west by the property known as the Macka Taback's Pole, on or towards the south by the property of the said Cowajee Shapurjee Taback deceased, and on or towards the north by the property of Bai Manekbai, daughter of Nasserwanjee Manockjee Taback.

Deposit 25 per cent. at the time of sale, and the value of purchase money to be paid to the Vendor within a month.

For conditions of sale apply to the Undersigned at his Rooms at 6, Forbes Street.

If the sale should not realize the amount due on mortgage the Mortgagee will proceed to recover the balance by a public sale of another storey of the said house on a subsequent day.

FOR SALE ON COMMISSION.

The Property of a Gentleman proceeding to England.

A nearly new Office Palanquin Shigram with a serviceable Fast-trotting Mare and full Harness complete, to be seen on giving one hour's notice to the Undersigned.

Two handsome English built Broughams, by E. Kesterton and Davis, of Longacre.

One new miniature Landau Sociable, for single or double horses.

One nearly new ditto ditto ditto.

One new light Palanquin Shigram.

The Property of a Gentleman.

One second-hand English built very small miniature Brougham.

One Buggy with lamp.

To be seen at the Rooms of the undersigned.

BOMONJEE DOSSABHOY, Auctioneer and Commission Agent.

Bombay, 6th May 1875.

HAMILTON & CO., JEWELLERS, RAMPART ROW, BOMBAY.

CASH PRICES.

		Rs.	Rs
Bracelets,	all Gold, stiff or flexible bands, and for Portraits	60 to	250
„	elegant, enamelled and set with Coral, Pearls, Turquoise, &c.	70 to	200
„	handsome, for evening wear, enamelled in colours, and set with Diamonds, Rubies, Emeralds, &c.	200 to	1,200
„	of Hair, neatly mounted in Gold	20 to	70
„	Silver-mounted, Pebble, and Malachite	10 to	45
Brooches,	plain Gold, for morning wear	25 to	110
„	for Dress, enamelled, and set with stones more or less valuable	40 to	1,000
„	for Miniatures, revolving (also with cameo on one side)	40 to	110
„	exquisitely carved Onyx and Shell Cameos,	50 to	180
„	of designs, for Archery and Croquet Prizes	50 to	100
„	Mourning, black enamelled with appropriate emblems	40 to	80

INSPECTION RESPECTFULLY SOLICITED.

HAMILTON & CO.

NEW ADVERTISEMENTS.

PASSAGE TO LIVERPOOL VIA CANAL.

THE S. S. LADY LYCETT, Commander Geo. L. Eratt, will leave Bombay for above, on or before 15th instant. For passage only apply Captain GEO. L. ERATT, at the Shop of Mr. Merwanjee Nusserwanjee, Apollo Street.

INDIAN TRAVELLERS' GUIDE.

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE to TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "Guide" is the only one published in Bombay, and containing alteration in the service of Trains and Steamers on this side of India corrected up to date. The "Guide" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

Price—EIGHT ANNAS.

ANNUAL SUBSCRIPTION ..... Rs. 5.

The GUIDE may be obtained at

The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

MACHINERY FOR SALE OR HIRE.—The following ARTICLES for SALE or HIRE at Mr. Jamsedjee Dhunjeebhoy, Mazagon, next door to Hope Hall Hotel :—

One Portable Steam Engine, 5 Horse-Power, a Teakwood Boiler truck with Wrought Iron Wheels, quite Brand. Portable and Stationary Steam and Hand Pumps, Fire Pumps and Centrifugal Pumps of various sizes, Circular Saw Benches with Pullies, Drilling Machines, Bullock and Cattle Gears, Mortar, &c., &c.

Bombay, 5th May 1875.

STEAM LAUNCH FOR SALE.—Length over all 35 feet, Beam 7 feet, dep'h 4 feet 3 inches, perfectly new. Teak-built, coppered and copper-fastened, fitted with Awning Fore and Aft, Galvanized Iron Water Tanks, &c. One Engine, 8 inch Cylinder, Propeller, Propeller Shaft, and Stern Tube Brass, Boiler made of Lowmoor Iron Plates, Tubes Brass. Can be seen under Steam by applying to Ma. R. C. SMITH.

Smith's Private Hotel, 21, Mazagon Road, Mazagon.

TREACHER AND COMPANY (Limited).

NOTICE is hereby given, that the ELEVENTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the Fort premises on THURSDAY, the 13th May, 1875, at 4 P.M.

1. To receive the Accounts made up to 31st March, 1875, and the Directors' Report.
2. To declare a Dividend.
3. To elect a Director.
4. To elect Auditors, and fix their remuneration.

By Order,

GEO. PUGH, Manager in India.

Bombay, 5th May 1875.

THE ALBERT MILLS COMPANY (Limited).

TENDERS.—NOTICE is hereby given, that TENDERS will be received by the Undersigned, at his Office in the Marine Lane, No. 27, from TO-MORROW till the 15TH INSTANT, for, the supply of the following descriptions of best COAL, for the use of the Albert Mill, Parell, to be weighed and delivered at the Mill premises for a term of one year :—

Davidson's West Hartly.
West Hartly.
Welsh Hartly.
Watson Hartly.

By Order of the Board of Directors,

ALLARKHIABHOY SEWJEE, Secretary and Agent.

GREAT INDIAN PENINSULA RAILWAY. NOTICE.

CONVEYANCE OF COTTON TO THE SASSOON DOCK SIDINGS, COLABA.

NOTICE is hereby given, that on and after this date, until further notice, COTTON can, if desired by the Owners, be conveyed direct to the Sassoon Dock Sidings, Colaba, at the same rates as are now charged for Cotton booked to this Company's Sidings at Colaba.

Senders should give definite instructions on the Consignment Note, if any Cotton is required to be sent to the Sassoon Dock Sidings.

Cotton sent to the Sassoon Dock Sidings, will be subject to all the Rules, Regulations, Rates and Charges, which may from time to time, be made by the Dock authorities.

HENRY CONDER, General Traffic Manager.

Bombay, 4th May 1875.

NOTICE TO CONTRACTORS.—SEALED TENDERS will be received by the Municipal Commissioner up to WEDNESDAY next, the 12th instant, for the construction of a ROAD from near the Albert Mills at Parell to the DeLisle Road.

Forms of Tenders and contract can be had, on payment of One Rupee, at the Office of the Undersigned, where Plans and Specification of the work can also be seen.

By Order of the Municipal Commissioner,

RIENZI WALTON, C. E., Executive Municipal Engineer.

Executive Engineer's Office, 5th May 1875.

NOTICE is hereby given, that CHARLES ROBERTSON OVANS, late Acting Collector of Kolaba, of the Bombay Civil Service, Gentleman, deceased, died on the 30th day of December, 1874, at Bombay, aforesaid, and LETTERS of ADMINISTRATION of his ESTATE and EFFECTS were, on the 3rd day of May, granted by the High Court of Judicature at Bombay to ARTHUR JOHN BARON DE HACHEPIED LARPENT as Attorney to John Lambert Ovans, Esquire, and sole next of kin of the said Charles Robertson Ovans, deceased. All persons having any CLAIM against the Estate of the said Charles Robertson Ovans, are hereby required to send in particulars of their claims in writing within ONE MONTH from the date hereof to the Office of the Advocate General, within the Fort of Bombay, at the expiration of which period the said Arthur Baron de Hachepied Larpent will remit the Assets of the Estate of the said Charles Robertson Ovans, deceased, to the said John Lambert Ovans at Southwick, in the County of Sussex, in England, and no claims sent in subsequently will be recognized. Dated this 5th day of May 1875.

FLETCHER AND SMITH, Attorneys to the Administrator.

NOTICE is hereby given, that PESTONJEE JAMSETJEE COACHMAN, and DINBAI, his wife, have contracted for the SALE of their undermentioned property. All persons who claim or may intend to claim any right to or title of Inheritance, Purchase, Gift, Mortgage or otherwise howsoever, are requested to make the same known within one fortnight from the date of the Undersigned at his Office, Apollo Room, Apollo Street, Fort. All that piece of Government Land with the dwelling-house standing thereon situate on the north side of Ardesir Dady Street, in the Sub-district of Bhoolehwur, containing by admeasurement 167 square yards or thereabouts, registered in the books of the Collector of Assessment under No. 140, and assessed by the Collector of Assessment under No. 22, and bounded as follows—that is to say, on or towards the north by a Halalkhore passage, on or towards the south by the said Ardesir Dady Street, on or towards the east by the house of Framjee Cursetjee, and on or towards the west by the house of Dinshaw Jamsetjee, and which premises were formerly in the occupation of Jamsetjee Framjee and his tenants and are now in the occupation of Jamsetjee Coachman and his tenants. Dated this 5th day of May 1875.

ARDESIR FRAMJEE, Purchaser's Solicitor.

TREACHER & CO., LIMITED, WINE MERCHANTS.

GERMAN WINES.

Hocks.

	Cash Prices. Per Dozen.	Quarts Pints.
SUPERIOR SPARKLING	Rs. 32 0	18 0
FINEST SPARKLING EHRENBREITSTEIN	40 0	22 0
JOHANNISBERG (STILL)	40 0	...
LIEBFRAUMILCH „	30 0	19 0
RUDESHEIM „	30 0	...
NIERSTEIN „	25 0	13 8
HOCHHEIM „	24 0	13 0
STEINWEIN (Glass Jugs) „	22 8	...
LAUBENHEIM „	16 0	9 8

MOSELLES.

FINE SPARKLING	Rs. 30 0	...
SUPERIOR SPARKLING	32 0	18 0
FINEST SPARKLING NONPAREIL	38 0	21 0
SCHA. ZBERG (STILL)	32 0	17 0
SUPERIOR MOSELLE „	27 0	14 8
MUSCATEL MOSELLE „	...	15 0
WINNINGEN „	20 0	10 8

In Cases of 1 dozen Quarts and 2 dozen Pints.

BOMBAY, BYCULLA, AND POONA.

DENTISTRY.—Dr. C. F. KHORY, Licentiate of Dental Surgery of the Royal College of Surgeons of England, may be CONSULTED at his Dentistry in No. 23, Rampart Row, above Badham and Co., opposite to the Floral Fountain.

Artificial Teeth set in Gold, Vulcanite, or Celluloid Plates.

FINE ASTRINGENT TOOTH POWDER, for removing acidity of the mouth and strengthening the weak gums and loose teeth, prepared by Messrs. Burgoyne, Burbidges & Co., Druggists of London, and packed in patent capsuled bottles after the formula of Dr. C. F. Khory, Surgeon Dentist, may be had at No. 23, Rampart Row, above Badham and Co.'s opposite to the Floral Fountain, Fort. Price per bottle One Rupee; per dozen bottles Rs 10.

SPECIAL SHORT ADVERTISEMENTS.

EXCELLENT ACCOMMODATION for ONE or TWO GENTLEMEN, or a married COUPLE. Two minutes from the Grant Road Station. Apply Q., *Bombay Gazette.*

A BACHELOR can have very comfortable ACCOMMODATION (TWO ROOMS) with a FAMILY in Middle Colaba. Apply to X., *Gazette* Office.

APARTMENTS IN THE FORT, pleasantly situated and on moderate Terms, per Day or Month. Apply A. O., *Gazette* Office.

THE LIVERPOOL SILICATE PAINT COMPANY'S PAINTS AND GRIFFITHS' PATENT ENAMEL PAINTS, ALL COLORS ALWAYS IN STOCK.

F. HARLEY & Co., Agents for India, Calcutta.

PALE TONIC BITTERS,

As supplied to the Ashantee Expedition.

"VAUGHAN-JONES'" "CELEBRATED ORANGE BITTERS ("Standard" Brand).—See Name and Address on Bottles, Are a fine tonic, very fragrant, and a delicious favour. To be obtained of all Storekeepers throughout India, and Wholesale of E. VAUGHAN-JONES, 5, Water Lane, London.

SHERRIES IN WOOD.

THE demand for WINES in BULK has led us to increase our importations of the following Brands in Wood, and Jars, with and without lock Taps, with a view of still further meeting the requirements of Messes, Clubs, and Co-operative Societies.

The following are our quotations :—

	Per Jar. 4 gallons.	Octave. 13½ gallons.	Quarter Cask. 27 gallons.	Hhd. 54 gallons.
WHITE SEAL	Rs. 27-8	Rs. 81-0	Rs. 162-0	Rs. 324
YELLOW SEAL	„ 33-8	„ 101-4	„ 202-8	„ 405
VINO DE PASTO	„ 33-8	„ 101-4	„ 202-8	„ 405
VINO FINO	...	„ 122-0	„ 244-0	„ 488
VINO PURO	„ 43-12	„ 135-0	„ 270-0	„ 540

The Quarter Casks, Octaves and Jars are most convenient for Families, and will be found most economical. Jars with Wood Taps Rs. 1½ extra, or with Plated Taps Rs. 3½ extra.

The above quotations are subject to 7½ per cent. discount for cash accompanying order; while to Messes, Clubs, Co-operative Societies and Traders, a liberal discount allowed.

CUTLER, PALMER & CO., BOMBAY.

GRAND DRAWING OF PRIZES, ON THE ART UNION PRINCIPLE,

IN AID OF THE R. C. ORPHANAGE AT SECUNDERABAD, WILL BE HELD ON THE 15TH OF JUNE 1875.

TICKETS Rs. 5 EACH.

HIGHEST PRIZE Rs. 16,000.

SPECIFICATION OF PRIZES.

1	Prize of Rupees	16,000	10	Prizes of Rupees	400 each.
1	Do. do.	8,000	20	Do. do.	240 „
1	Do. do.	4,000	25	Do. do.	160 „
1	Do. do.	2,000 each	30	Do. do.	80 „
2	Do. do.	1,000 „	43	Do. do.	48 „
4	Do. do.	1,000 „	90	Do. do.	32 „
5	Do. do.	800 „	1,000	Do. do.	16 „

1,231 Prizes.

Each Book contains 52 Tickets. 2 Tickets will be given Free of Charge on purchasing a Whole Book for one's self or selling to other parties.

For Tickets apply to the Undersigned, or to their Banker, Dongursee Balmookoond, Secunderabad. Application for Tickets will be duly attended to. Remittance may be made by Bank Drafts, Cheques, Currency Notes, Money Orders or Hoondies.

Tickets may be had at HORMUSJEE BOMANJEE WADIA, Esquire, No. 8, Elphinstone Circle, Bombay.

Secunderabad, April 24, 1875. ALBERT & Co.

MRS. LAKE,

MILLINER, DRESS-MAKER, SILK MERCER, &c.,

HAS the pleasure to announce a FRESH ARRIVAL of choice and fashionable Millinery, &c., viz. :—

"*Dress Bonnets and Hats*," "Coloured Gauze Veils, Superior Kid Gloves." *Coarse Straw Hats* untrimmed "White and Coloured," "Ball Dresses." New Coloured Muslins, Prints and Brilliants, Ball Room Fans. White Muslins, Polonaises "*Ready Made*," "White Kid Boots." "Linen Cuffs and Collars in the newest shapes, Plain and Trimmed. Silk and Satin Evening Dresses, Hair Chignons "newest Styles." "*French Corsets*," "*Nursing Stays*," Ladies' Fancy Garters, Tortoise Shell Combs. Feathers, Flowers, Ribbons, Ladies White and Black Silk Stockings. Coloured Gauze Veils, Crinolines, Cloth-lettes, Flounced Veils, Crinoline Skirts. Silks, Satins, Serges, &c., Boys' White Silk and Blue Serge Suits. Infants' Cloaks and Pelisses. Infants' Hoods White and Coloured, Baby's Bibs, Warm Gaiters for children. White Satin Shoes and Boots, White Kid Boots. Black Chip Polonaises and Bonnets, Ladies' Hats and Bonnets, latest styles. Hair Chignons newest style, Flowers, Gold, Silver, &c., in great variety. "*Travelling Dresses in the latest styles.*"

Uxbridge House, 7, Church Gate Street, Fort, Bombay, March 1875.

TRUNKS, BAGS, AND PORTMANTEAUS of the best London Manufacture.

	Inches.	Cash.	Credit.
GENT'S OVERLAND TRUNKS—Japanned Canvas, Iron Ribs, fitted with strong Brass Locks, The Correct Height	27	22 0	25 0
	30	24 0	27 0
	33	27 0	31 0
Extra Quality—Best Japanned Canvas, edges Leather Bound, fitted with Strap Slides, and strong Brass Tumbler Lock. A most durable article...	27	25 0	28 0
	30	27 0	30 0
	33	30 0	34 0
	36	33 0	37 0
Stout Dull Canvas—Fitted with strong Iron Rails, Strap Slides, and Brass Tumbler Lock, Edges Bound with Calf Leather. The strongest Trunk made.	27	30 0	34 0
	30	33 0	37 0
	33	36 0	40 0
	36	39 0	44 0
Trays fitting the above, for Linen, &c., can be obtained at	Each	3 0	3 4
		3 8	4 0
Ladies Overland Trunks, Extra Stout Canvas, fitted with Tray, Dress Case, and Moreaka Millinery Box	33	45 0	51 0
	36	48 0	54 0
Portmanteaux for Rail, Fitting under Seat wide and Flat. Black Japanned Canvas Leather Bound, fitted with Brass Lock and Bolts	16	12 8	14 0
	18	14 8	16 0
	20	16 8	18 8
	22	18 8	21 0

COMMERCIAL INTELLIGENCE.

WEDNESDAY EVENING, 5TH MAY, 1875.

YESTERDAY'S Liverpool Cotton Market closed very dull; sales only 8,000 bales, Mid Orleans on the spot being quoted at a decline of 1/16d., whilst arrivals were generally 1/16d. lower all round, private telegrams reporting sellers of Good Oomrawuttee at 6¼ and Good Fair Dholleras at 5 13/16d. per lb. May-June shipment Canal. This morning with full receipts again at the American ports and 16,000 bales imports, the market opened dull, arrivals weaker, probable sales 10,000 bales.

The American figures to date are :—

	1875	1874	1873
Four days' receipts.....	15,000	14,000	21,000
„ Exports to U. K. ...	11,000	39,000	32,000
Total recpts. since 1st Sept.	3,317,000	3,382,000	3,389,000
„ Exports to U. K. „	1,556,000	1,603,000	1,483,000

The Manchester Piece Goods Market yesterday was reported dull at unchanged prices for Goods but 40's Mule Twist was quoted by Reuter ⅛ per lb. higher.

General Produce was unaltered in every way.

Consols this morning were again quoted at 94¼, French Rentes at 102⅛, Bar Silver at 57d. per oz.

STERLING EXCHANGE, although nominally unaltered as regards rate, has been decidedly weaker in tone. The Banks still show little disposition to sell and are ready buyers at current rates. For this mail rates will now be guided probably by to-day's allotments of Council drafts, and should they go as seems generally expected at 1s. 9 13-16d. to 1s. 9¾d. per rupee, we may expect to see a further decline.

On Calcutta we have not heard of any actual business. There are buyers of 60 days' sight bills at 98⅛ but no sellers.

GOVERNMENT PAPER is very firm at yesterday's nominal rates, no business having been reported.

THE SHARE MARKET has been very quiet, but there is no alteration to report except in Spinning and Weaving Companies which are again Re. 15 to Rs. 20 per share lower.

COTTON is dull and buyers to-day have held off more decidedly than for some time back. Prices may be called quite Re. 1 per candy lower and as supplies, especially of Dhollera descriptions are more liberal, a further fall may be considered probable. The receipts yesterday were 6,477 bales, making 24,666 bales for the four days.

FREIGHTS by steamer are decidedly steadier, consignees now holding out for £110, but by sail rates are quiet and unaltered.

PIECE GOODS are in rather better request in the bazaar, a number of Arab and Kurrachee buyers having come into the market, but from first hands there is still very little doing and prices have an easier tendency.

BANKS.

No. of Shares	Nomi. value pah.	Paid up.	Last divi-dend		Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	9 p.ct.	Agra Bank.....	94
22,000	1,000	all	7½p.ct.	Bank of Bengal	1,410
20,000	500	all	5p. ct.	Do of Bombay New ..	720‡
5,250	1,000	all	6 p.ct.	Do of Madras	1,100
20,000	250	all	4 p.ct.	Chartered Mercantile Bk of I., L. & China	300
40,000	281‡	all	Nil	Hong. & Shanghai Bank	275
40,000	200	all	5 pct.	Chartered Bank of India & China	175
40,000	250	1	5 p.ct.	National Bank of India.	107
60,000	250	all	12 do.	Oriental Bank	500

PRESS COMPANIES.

15[illegible]	5,000	2,850	100 p.c.	Akbar Cotton Press Co ..	1,625
200	2 000	1,100	50 do.	Albert Co. Kurrachee....	690
100	500	all	15p.ct.	Albert Ginning Co.....	630
280	1,000	200	00 ...	Alfred Mills Co	1,100
128	12,500	11,000	2.0p.	Apollo Press Co.....	3,3 0
175	1,000	all	...	Bellary.....	625
155	500	all	60p.c.	Berar Company (New) ..	585
300	2,000	all	200p.	Bombay Press Co.....	1,325
800	500	all	50 p.c	Do New.....	350
1,600	250	all	6¼ p.c	Broach Cotton Co	140
400	1,500	all	37½p.	Carwar Company.....	857
220	250	all	...	Coconada Press Co.....	130
600	1,500	all	175p.	Colaba Press Co.....	2,800
800	50	all	Nil	Dhollera P. & G. Co.	200
3[illegible]	1,000	all	...	East India Press Co.....	1,140
150	2,500	all	200	Fort Press Co.....	2,900
300	2,000	2,000	15 p.	Framji Cowasji Press Co.	3 0
300	500	all	100 p.	French Press Co	450
150	...	1,45	100 p.	Imperial Press Co	600
1[illegible]	400	350	60 p.	Mofussil Press & G. Co.	420
600	2,000	5000	...	Nicol Press Manuf Co ,Ld	1,500
120	...	1,50	150 p.	Princeof Wales Press....	900
20[illegible]	500	all	100 p.	Samoon Press Co.....	540
400	50	75	135 p.	Scindia Press Co.....	420
100	...	1,000	75	Scindeand Punjab Cotton Press Co., Limited.	800
15[illegible]	850	all	12 p.ct.	Vic. Col. Gin & Press Co	1,000
450	1,000	...	100p.c	Volkart's United Press Co.	900

For shares for the half-year.

RAILWAY COMPANIES.

.....	£20	218-8⅞	5 p. c.	G. I. P. Railway Consolt. dated 48 Stock	245
.....	£20	10[illegible] 14 ⅝	do.	Do. New £20 Shares	126
.....	£10	6[illegible] 7 ½	do.	Ditto	72
.....	£10	21 12½	do.	Ditto	32
.....	£10,0	1,000	do.	S. B. & C. I. Railway Co	1,100
.....	£12	12[illegible] 15	do.	Do. New 12 Shares	220

LAND COMPANIES.

4,000	3,000	all	60	Colaba Land Co.....	1,240
7,500	150	all	...	Freere Land & Pier Co. Ld.	105
1,750	2,000	2,000	20p.c.	Mazagon Land	800
6,000	1,400	all	15p.c.	Port Canning Land Company, Limited	246

SPINNING AND WEAVING COMPANIES.

.....	1,250	all	100	Alexandra pinning ...	1,325
800	5,000	all	200	Alliance Spinning	2,800
200	2,000	5 0	...	Shownugur M. & P. Co	1,700
900	1,000	all	100	Bombay United	1,085
2[illegible]	180	180	10[illegible]	Broach Mills.....	185
900	1,000	750	...	Colaba Spinning	750
2,500	2,500	all	100p.	Dharamsey Spng Co.	1,280
1,500	1,25	all	100p.	Fleming S. & W. Co ...	995
1,800	1,000	all	100	Great Eastern	1,100
700	1,000	all	60p.	Hindustan S. & W. Co.	1,025
750	1,000	all	100p.	Jeevraj Balloo Mills ...	1,035
.....	...	800	50	Khandesh Spinning	1,100
300	1,250	all	Nil	Madras Spinning.....	950
.....	...	500	...	Madras U. Spinning	900
2,500	1,000	all	70	Manockji Petit's.....	1,125
1,000	1,000	all	100p.	Morarjee Spinning	1,125xd.
4,000	400	all	60	Oriental	500
600	1,350	250	...	Prince of Wales Spinning	650
110	1,000	1,000	200p.	Soonderdas Spinning....	1,100
800	1,000	95	31½p.	Do. do. 1/4 share	270

For share for the half-year.

MISCELLANEOUS.

1,000	12,500	1,500	240p.	Bombay Burmah Trading Corporation	1,560
1,000	50	all	450 p.	Bombay Gas Company ...	65
500	500	300	27p.ct.	Landing and Shipping Co. of Kurrachee Ld...	120
2,150	200	200	8 p.c.	Malabar Company Ld...	100
4,000	50	all	4 p. c.	Mechanics' Build'gs Co..	18
1,200	500	all	7 p. c	Treacher & Co	395
.....	250	all	40 pa	Vicgas Patent Slip Co....	40

BANKS IN LIQUIDATION.

		Date L'dation		
.....	98	192[illegible]	...	Bank of China 1
.....		...	...	Eas India Bank ... 1

SHIPPING INTELLIGENCE.

THE SHIP OTHELLO, 1,004 tons, Captain A Galland, will sail to-day for Rangoon in ballast.

THE SHIP RHODA, 1-121 tons, Captain R Legg, will sail to-day for Kurrachee, in ballast.

THE S.S. MAHARAJA, 994 tons, Captain C Stephenson, sailed yesterday for Singapore in ballast.

THE S.S. WIMBLEDON, 957 tons, Captain G. W. Watson, sailed yesterday for Liverpool via the Suez Canal, with Mrs. Sharp and two children, and the following cargo :—3,695 bales cotton, 174 cwts. coir yarn, 4 728 cwts. rapeseed, and 11,653 cwts linseed.

THE B I S N Co's S.S. CANARA, 1,229, tons, Captain A Irvine, sailed yesterday for London via the Suez Canal with a general cargo and the following passengers :—Mr and Mrs C A Woodreffe, Mr W Stanly, Mr Franks, Captain Ross, Mr. S. Kiddle, Mr. Willkinson, and forty deck passengers.

THE B I S N Co's S S BUSHEER, 538 tons, Captain J Smith, arrived in harbour yesterday from Coast and Carwar (May 2nd), with a general cargo and the following passengers :—From Goa.—Col Drvis, Mr and Mrs emello, and fifty five deck passengers. From Vingorla.—Col and Mrs Dessoux, Miss Manson, and twenty-nine deck passengers. From and for other ports.—Two hundred and forty-nine deck passengers.

THE A. H. LLOYDS Co's S.S. POLLUX, 1,545 tons, Captain S. Marinovich, sailed yesterday for Trieste, &c., via the Suez Canal, with a general cargo and the following passengers :—For Trieste.—Lieutenant-Col. Barter and Mr. Alfred Walker. For Suez.—Mr. and Mrs. C.J.D. Collins and three children, Miss Collins, Mr. Collins and Mrs. Collin's servant. For Aden.—Eight deck passengers.

ARRIVALS.

May.	Vessel.	Commander.	From.
5	Busheer (s)	Smith.....	Carwar, May 2.
	Nizam (s).....	Barlow	Suez, Apr 23.

DEPARTURES.

May.	Vessel.	Commander.	Destination.
5	Charlotte Croom ...	Auld	Liverpool.
	Poll-ce(s).....	Marinovich ...	Trieste &c.
	Canara (s)	Irvine	London.
	Wimbledon (s)	Watson.....	Liverpool.
	Mahanja (s)	Stephenson ...	Singapore.

The following vessels obtained their port clearances yesterday:—
Ship Rhoda, Legg, to Kurrachee.
Ship Othello, Galland, to Rangoon.

The following vessels were entered out for loading yesterday:—
Steamer Punjaub, to Coast & Carwar.
Steamer Busheer, to P Gulf via Kurrachee.
Steamer Phlox, to Coast & Carwar.

CALCUTTA.

ARRIVALS.

April.		
30	Meinam (s) .....Moreau	Gall's, Apr 23.
	Sea Witch.....Lunt	Liverpool, Dec 31.
May	Burdwan .... Campbell	Liverpool, Jany 5.

DEPARTURES.

May.			
1	Dacca (s)	.....	.....
	Ava (s)	.....	.....
	Indian Merchant ...	.....	.....

MADRAS.

ARRIVAL.

May.		
1	Malda (s)	Bombay

ADEN.

ARRIVALS.

March.
25 Mary & Emma, Ship, Nacoda, from Rangoon
April 7 Pehlwan, ss, Nacoda, from Bombay.
8 Arthur, ss, Mitchell, from Glasgow
9 Governor Wilmott, ship, Lowe, from Cardiff
11 Mahmd Bahar, ship, Nacoda, from Chittagong
12 Devonhurst, ss, Mc N-bb, from London
14 Godaveri, ss, Mortemeet, from Mauritius.
14 Assacama, ship, James, from Liverpool.
18 Good Hope, ss, Saimon, from Bombay.
18 Oceanade, ss, Henderson, from Zanzibar
20 Sheiomitt, Barque, Nacoda, from Calcutta
21 Mirzapore, ss, Parish, from London
21 T-hilsteloff, ss, Polushkine, from London
22 Chentielare, ship, Nacoda, from Calcutta
22 Haughton, ship, Nacoda, from Calcutta
23 Claremont, ss, Peace, from Beypore
23 Wycliffe, ss, Fuller, from Bombay
23 Sumatra, ss, Cahours, from Bombay
24 Jumnah, ss, Flambaun, from Marseilles
24 Hutton, ss, Hodges, from Bombay
24 United Service, ss, Wilson, from Colombo
25 Dordogne F T, ss, Goffier, from Toulon
25 Black Watch, ss, Coates, from Bombay
25 Sibylla, ss, Williams, from Moulmein
26 Surat, ss, Burne, from Calcutta.
26 Yrurac Bat, ss, Muniriz, from Liverpool.
26 Kwang Tung, B M, Powell, from Muccalla
26 Vulture H M G, boat, Brooks, fr m Muccalla
26 Volage, H M, ss, Pearls, from Bombay
26 Magpie H M G, b at, Salmond, fr m Bombay
28 Latouche, Treville F, ss, Penfentenyo, from Obock
26 Del l, ss, Lec, from Bombay
26 Dido, ss, Ludovich, from Trieste
27 Rajmahl-jamahar, ss, Hopkins, from Glasgow
27 Romulus, ss, Heig, from Colombo
27 Emerelde, ss, Thomas, from Bombay
27 Ramtoo, ss, Pritchard, from Bombay

DEPARTURES.

April.
21 Mirzapore, ss, Parish, to Bombay
21 Tchihatcheff, ss, Polushkine, to China
22 Good Hope, ss, Saimon, to Bombay
23 Oceanada, ss, Henderson, to Zanzibar
23 Claremont, ss, Peace, to London
24 Arthur, ss, Mitchell, to Bombay
24 Sheiomitt, barque, Nacoda, to Jeddah
24 Wycliffe, ss, Fuller, to Havre.
24 Sumatra, ss, Cahours, to Genova
24 Ju nah, ss, Flambaun, to China
24 Hutton, ss, Hodges, to Portsmouth
24 United Service ss Wilson to London
25 Black Watch, ss, Coates, to Havre
26 Malcel Bahar, Ship, Nacoda, to Jeddah
26 Devonhurst, ss, Mc Nabb, to Mauritius
26 Dordogne F T, ss, Goffier, to Bourbon
26 Sibylla, ss, Williams, to Port Said
26 Surat, ss, Burne, to Suez
26 Dido, ss, Ludovich, to Bombay
27 Mary & Emma, ship, Nacoda, to Jeddah
27 Yrurac Bat, ss, Muniriz, to Manilla
27 Delhi, ss, Lee, to Suez
27 Rajamahlianhar, ss, Hopkins, to Shanghai

VESSELS IN HARBOUR.

Pehlwan, ss, Nacoda, from Bombay.
Governor Wilmot, ship, Lowe, from Cardiff
Godavery, ss, Mortemeet, from Mauritius
Arracama, ship, James, from Liverpool
Chentielare, ship, Nacoda, from Calcutta
Haughton, ship, Nacoda, from Calcutta
Kwang Tung, B M, Powell, from Muccalla
Vulture H M G, boat, Brooks, from Muccalla
Volage H M, ss, Pearls, from Bombay
Magpie H M G, boat, Salmond, from Bombay
Latouche, Treville, F ss, Penfentenyo, from Obock
Romulus, ss, Heig, from Colombo
Emerelde, ss, Thomas, from Bombay
Ramtoo, ss, Pritchard, from Bombay

VESSELS IN BOMBAY HARBOUR.

FOR LONDON.

1216 Ardentes, Davis—Finlay, Muir & Co.
1543 Ganges (s), Walsh—M. Nusserwanjee.
2090 Mirzapore, Parish—P. & O. Co. Mail 10th May.
852 Temedos (s), Harris—McCulloch, Brown & Co.
1164 War Spirit, Duncan—Finlay, Muir & Co

FOR LIVERPOOL VIA CAPE.

970 Bargany, Gent—Finlay, Scott & Co.
1178 Beaun Hanha, McNaun—Ewart, Latham & Co.
982 Benton, Elliott—Wallace & Co.
1387 Bianca, Stamme—F. Muir & Co.
1191 Blair Athell, Taylor—W. Nicol & Co.
1194 Centurion, Widdicombe—Gaddum & Co.
1211 City of Richmond, Starkie, N. Manockjee & Co.
1385 Cumeria, Brown—N. Manockjee.
1407 Dreadnought, Fry—M. Nusserwanjee.
1015 Ellen Bates, Mason—Edward Bates & Co.
1289 Ettrickdale, McNabb—Finlay, Muir & Co.
1432 Grampian, Cormichael—Lawrence & Co.
1710 Khersonese, Ellison—Sir C. Forbes & Co.
1820 Louisa Fletcher, Paterson—M. Nusserwanjee.
1383 Mary Stenhouse, Hedgcock—Ewart Latham and Co.
2128 Palestine (s), Owens—W. & A. Graham & Co.
1167 Sandringham, Boyd—W. Nicol & Co.
923 Staffa, Cringle—Nesserwanjee Manockjee.
1370 Sidwell Brown, Anderson—Lawrence & Co.
1199 Zoroaster, Wakeham—Finlay, Scott & Co.

FOR LIVERPOOL VIA CARWAR.

1018 Good Hope (s), Bainton, W. Nicol & Co.

FOR ADEN AND SUEZ.

1232 Baroda (s), Fentiman, P. & O. Co. Mail, 17th May.

CANAL.

1047 King Arthur (s), Johnstone—W. Nicol & Co.
1507 Lady Lycett (s), Garrett—N. Manockjee & Co
1159 Langshaw (s), Bain—Finlay, Muir & Co.
2175 Navarino (s), Butler—W. Nicol & Co.
1543 Tagus (s), Brooks—M. Nesserwanjee.
1153 Woodburn, Stockdale—F. Muir & Co.

FOR HAVRE.

614 Emmanuel, Cuneo—C. Grondona.
1318 Irvell—McCulloch, Browne & Co.
1360 Tabor, Taylor—McCulloch, Browne & Co.

FOR PORT SAID.

902 Excelsior (s), Joss—W. Nicol & Co.

FOR CHINA, &c.

2727 Nizam (s), Barlow—P. & O. Co.

FOR FALMOUTH FOR ORDERS.

738 Emilio-Barbino, Thompson—The Captain.
1176 Majestic, Minot—Farnham & Co.
693 Wilsons, Gordon—Knoop & Co.

FOR ANTWERP.

649 Enigma, Turner—Lawrence & Co

FOR BREMERHAVEN.

1390 Richard Ryland, Melville, McCulloch, Browne & Co.

FOR MARSEILLES.

1142 Aksai (s), Boltine—W. Nicol & Co.
1504 Potomac (s), Loudon—M. Nusserwanjee.

FOR NEW YORK.

1224 Greenock, Walker—Ritchie, Steuart & Co.

FOR AUSTRALIA.

114 Ceylon, Hector—P. and O. Co.

FOR CALCUTTA.

1329 Pearl of India, Stirling—Finlay, Muir & Co.

FOR MOULMEIN.

410 Milo, Chract—W. Nicol & Co.

FOR RANGOON.

1004 Othello, Gallund—Finlay, Muir & Co.
1074 Statelic, Lorenzen—Sir C. Forbes & Co.

NOT FIXED.

1365 Ashgrove, McLaren—N. Manockjee & Co.
804 Arthur (s), Mitchell, N. Manockjee & Co.
1226 Bellona (s) Rhodes—Lyon & Co.
893 Bondicea, Walker—Lawrence & Co.
861 Caradoc (s), Barwise—Lawrence & Co.
1660 Celia (s), Harris—Remington & Co.
1462 Columbian (s), Brisco—P. & O. Co.
1014 Edward Kidder, Park—D. Merwanjee.
1165 Gatineau—Corkhill, Lawrence & Co.
707 Koima (s), Morrison, Esse Bem Khaleefa.
445 Liberator, Watson—The Captain.
1140 Lord Clyde, Ellis.—R. Framjee.
380 Malacca (s), Guy.
548 Mala, Maclure—Esse Bem Califa.
1183 Pegasus, Powell—The Captain.
1229 Prince Victor, Baillie—The Captain.
1380 Reporter, Spring—Tudor & Co.
1121 Rhoda, Lamb—The Captain.
1199 Royal Family, Fowler—M. Nusserwanjee.
1091 St. Hilda, Kennedy—The Captain.
1262 Tetuel (s), Nisbet—W. Nicol & Co.
478 Trevanian, Watling—The Captain.

COUNTRY TRADERS.

155 Futty Mobarack, Nacoda.
100 Rhodes (s), Nacoda.
300 Star (s), Nacoda—(Gunboat.)

ROYAL NAVY AND BOMBAY MARINE.

441 Amelierwitch—Bishop.
874 Abyssinia, Jones—(Harbour Defence.)
130 Arrow (s)—(Schooner.)
Auckland (s)—(Hulk.)
Augusta—(Schooner.)
428 Clyde (s.—(Gun Boat.)
182 Constance, Chapman—(Surveying Schooner.)
Elphinstone—(Police Hulk.)
Fanny—(Schooner.)
Georgiana—(Schooner.)
130 Hercules—(Steam Tug)—Trinity House.
187 Magnala, Jarvis—(Harbour Defence.)
Semiramis—(Hulk.)

DAILY IMPORTS.—MAY 5.

FROM LIVERPOOL.

Palestine s, 8 cases corks, Rogers and Co.
Caledonia s, 109 nos bricks, S Tyrjjee and Co.

FROM LONDON.

Borrowdale s, 10 runlets coal tar and 10 runlets coal pitch, Rassemjee Ardaseer Wadia; 62 boxes window glass, Hassonally Lallmeya; 5 case's cochineal, Nugindass Mocumchund; 2 cases glassware, Khakeebhoy Pudoomeey.
Bellona s, 233 barrels green coppers, R L Southorn and Co.
Navarino s, 4 cases glass ware, C Bomiviaile and Co; 10 cases clocks, Ardaseer Nowrojee; 60 cases beer, Byramjee Nusserwanjee.
Ganges s, 4 hhds beer, M and E Bejonjee; 134 cases hock, C B Bomiviaile and Co.

FROM BOSTON.

Edward Kidder, 18,960 pieces planks, Dossabhoy Merwanjee and Co.

DAILY EXPORTS.—MAY 5.

FOR LIVERPOOL.

Khersonese, 950 bales cotton, Gaddum & Co; 500 bales cotton, Peel Cassels & Co.
Stowell Browne, 2.0 bales cotton, Gaddum & Co.
Bean Uamah, 200 bales cotton, The L A and A Co; 600 bales cotton, Peel Cassels and Co.
Centurion, 25 bales cotton, Killick Nixon and Co.
Ettrickdale, 400 bales cotton, Ritchie Stewart and Co; 500 bales cotton, W and A Graham and Co.
Grampsian, 550 bales cotton, Gaddum and Co; 150 bales cotton, The L A and A Co.
Benton, 550 bales cotton. Wallace and Co; 150 bales cotton, Killick Nixon and Co.
City of Richmond, 165 bales cotton, Sir C Forbes and Co.
Dreadnought, 500 bales cotton, A Kunkler and Co.
Sandringham, 50 bales cotton, Volkart Brothers.
Goode Hope s, 600 cwts linseed, G Nurput.
Tagus s, 15 bales wool, S. Narrorjee and Co; 50 bales cotton, Volkart Brothers; 300 bales cotton, Gndum and Co.; 400 bales cotton, F Balloo, 205 bales cotton, D. Herjee; 50 bales cotton, T Morarjee; 140 bales cotton, G Heerjee and Co.
King Arthur s, 63 bales cotton, C Nensy; 170 bales cotton, Henry Dods and Co; 150 bales cotton, Ewart Latham and Co.
Navarino s, 81 bales wool, E Noordin and Co; 25 bales cotton, H Dewjee and Co; 148 bales cotton, Killick Nixon and Co; 48 bales cotton, Henry Dods and Co; 60 bales cotton, B Nagsee and Co; 1g0 bales cotton, R Vurjeewandass; 3 cwts linseed, W and A Graham and Co.
Barry, 100 bales cotton, Ritchie Stewart and Co.
Lady Lycett s, 75 cwts coir yarn, V Vulubdass, 227½ cwts, linseed, P Soorjee; 250 bales cotton, F C Bushby & Co; 200 bales cotton, Henry Dods & Co; 60 bales cotton, D Shreeram; 1,426 cwts wheat, H A H Kesac; 2,001 cwts linseed, Killick Nixon & Co; 104 cwts horns, N Allarakhia; 500 bales cotton, Gaddum & Co
Longshaw s, 500 cwts myrabollams, Rolli Brothers; 51 bales wool, H Yussonjee; 300 bales cotton, Campbell Mitchel & Co; 40 bales cotton, The L A & A Co.

FOR LONDON.

War Spirit, 3,750 cwts rapeseed, Finlay Scott & Co.
Ganges s, 1004 cwts rapeseed, W Nicol & Co; 3 18½ cwts oilbanum, M Jewraz; 7 cases fishmaws, M Allana.
Mirzapore s, 4 bales hides, M Gangjee; 29 bales hides and skins, K Peerbhoy; 35 cases peacock feathers, F M Dana; 10 packages silk, G H F Momed; 200 bales cotton, Volkart Brothers; 9 cases M of P Shells, and 55 cases gum, F Lalljee; 13 cases beerabole and 2 cases fishmaws, M Ganjee; 5 boxes bloodstone R M Mahomed.
Tevio s, 3483 cwts myrabollams, N G Hoosein; 200 cwts bones, A Hasum; 450 cwts rapeseed and 4,500 cwts linseed, W Nicol & Co; 20 bales cotton, A C Dady & Co; 180 cwts myrabollams, M Allana: 196 cwts horns D Hasum.

FOR FALMOUTH.

Wicona, 200 bales cotton, Knoop & Co.

FOR BREMENHAVEN.

Richard Ryland, 100 bales cotton, Gaddum & Co.

FOR HAVRE.

Mirzapore s, 200 bales cotton, fules Siegfried & Co; 10 bales cotton, Ewart Latham & Co.
Tabor, 100 bales cotton, Jules Siegfried & Co; 51 bales cotton, Ritchie Stuart & Co.

FOR MALTA.

Mirzapore s, 300 cwts wheat, Alsen Riebe & Co.

FOR MARSEILLES.

Potmac s, 2554 cwts horns, C N Gomes & Co; 150 bales cotton, A Kunkler & Co.

FOR TRIESTE.

Pollux s, 266 bags coffee, B I S N Co; 65 bales cotton, Finlay Scott & Co.

FOR VENICE.

Polle M s, 50 bales cotton, Gaddum & Co.

FOR SUEZ.

Pollux s, 5 cases indigo, M S Nemsjee.

MILITARY INTELLIGENCE.

SURG. R. BOWMAN, Surg. to the Political Agency, Khelat, is allowed furlough to Europe for two years on Medical Certificate,

MAJOR C. H. Harrison, Staff Corps, Political Agent, Kelat, is allowed furlough to Europe for eighteen months on Medical Certificate.

COL. J. G. TIPS, R. E., Chief Engr for Irrigation, is allowed furlough to Europe for six months on urgent private affairs, from such date as he may avail himself of it.

ARRIVALS.—MAY 4.

Durand, Major, Bombay Staff Corps, on leave, from Mhow.

MAY 5.

Davis, Lieut-Col, Bombay Infantry, on leave, from Coast.
Simpson, Surg-Major, Bombay Ind Med Dept, on duty, from Aden.

DEPARTURES—MAY 4.

Spens, Lieut, Bengal H Ms 86th Regt, on leave, to Matheran.

MAY 5.

Bartrr, Lieut-Col, Bengal Staff Corps, on furlough, to Europe
Banes, Captain, Bombay R A, from leave, to Ahmedabad.
Bayly, Lieut- Col, Bombay R A, on duty, to Kirkee.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 26th April 1875.

His Excellency the C-in-C is pleased to sanction the following transfers of administrative medical officers :—

Depy Surgn Genl J T C Reas, from the Dacca to the Saugor circle.

Depy Surgn Genl R Cockburn, from the Saugor to the Presidency circle.

Depy Surgn Genl J C Bow, from the Presidency to the Dacca circle.

Col H P DeTeissier, F Rde R H A, lately returned from leave to England, is appointed to do duty with the R A at Lucknow.

Lieut Col R B Dundas, Bengal Infy, is permitted to visit Mussoorie, or in addition to the stations named in G O C C 15th instant, P 168.

The regimental order issued by Bt Lieut Col W J Chads, comdg 65th Regt on the 14th inst, appointing Lieut F Luttman-Johnson to officiate as Instructor of Musketry during the absence on guard of Lieut and Instructor in Musketry C A Fillingham, with effect from the 15th inst, is confirmed.

Under instructions from Horse Guards, Surgn Major M F Mayfield is directed to proceed to Europe for the purpose of assuming the administrative duties of the Burmah circle vacated by Depy Surgn General Kendall, who, on arrival in Europe, will be posted to the Allahabad circle of medical superintendence.

Surgn Major Mayfield will hand over charge of the routine duties of the office of the Depy Surgn General, Allahabad circle, to Surg Major A M Tippetts, 15th Foot, pending the arrival of Depy Surgn General K Ed ll.

Vetry Surg G A A Oliver, A Brigade R H A, is directed to proceed from Sialkot to Meerut to take charge of the horses Royal Artillery, vice 1st class Vetry Surg Russell, proceeded on sick leave.

To travel at the public expense.

1st class Vetry Surg J Anderson, A Brigade R H A, is directed to proceed from Umballah to Sialkot for duty.

Vetry Surgn H Thomson is directed to proceed from Saugor to Muttra, and assume charge of the horses, 10th Hussars, vice Vetry Surgn Appleton, proceeded on leave.

Both officers to travel at the public expense.

The undermentioned medical subordinate has leave of absence 1st Class Apothecary W Sinclair, attached to the 92nd Foot, to proceed to Kasauli on private affairs, for four months from the 15th May 1875.

The following order is confirmed as a temporary arrangement :—

5th Bengal Cavalry—Regimental order, dated the 12th April 1875, making the following appointments, vice Capt H A Shakespear, proceeding on furlough :—

Capt R B Graham, 2nd Sqdn Officer, to officiate as 2nd Sqdn Officer.

Capt J P D Vanrenen, Adjutt, to officiate as 3rd Sqdn Officer.

Lieut M Armstrong, 2nd Sqdn Sub, to officiate as Adjutt, in addition to his other duties.

The following orders are confirmed :—

Allahabad Division order, dated the 12th April 1875 appointing Surg J C Skirrow to the temporary medical charge of the 18th Bengal Cavy, vice Surg S A K Holmes, M D., who will proceed to Meerut and report himself to the Depy Surgn Genl of that circle for duty.

Dated the 14th April 1875, directing Surgn R Murphy, attached to 5th Fusiliers, to proceed to Lucknow and report himself to the Depy Surg General, British Forces of that circle, for duty.

Sirhind Division order, dated the 16th April 1875, direct ng Surgn N McCreery, doing duty with the 41st Foot, to proceed to Ambala and report himself for duty at that station.

Sitapur Station order, dated the 14th April 1875, directing Capt P Hay, Adjutant 7th Bengal Cavy, to officiate as Station Staff Officer, vice Capt G C Scott.

Meerut Brigade order, dated the 19th March 1875, directing Surg J L Corbett, doing duty with the 9th N I, to assume medical charge of that corps, vice Surg Major R H Perkins, proceeding on leave.

7th Bengal Cavalry—Regimental order, dated the 5th April 1875, making the following appointments, vice Lieut Col C H Barnard, C B, proceeding on sick leave :—

Capt H C Creak, 3rd Sqdn Officer, to officiate as 2nd Sqdn Officer.

Capt J L Farris, 1st Sqdn Subtn, to officiate as 3rd Sqdn Officer.

Lieut E F J de C Rennick 2nd Sqdn Subtn, to officiate as 1st Sqdn Subtn.

17th Native Infantry—Regimental order, dated the 14th April 1875, appointing Major E J Walker, Wing Officer, returned from furlough, to officiate as 2nd in Comd, vice Col F G Stainforth on furlough.

20th Native Infantry—Regimental order, dated the 15th April 1875, directing Lieut L Dening, 2nd Wing Subtn, to officiate as Qr-Mr, in addition to his duties as officiating 1st Wing Subtn.

The following orders are confirmed :—

Rawal Pindi Division order, dated the 22nd Jany 1875, directing Surg J McConachey, M D, to proceed to Peshawar, to assume medical charge of the 25th N I, vice Surg J Young, M D.

Oude Division order, dated the 10th April 1875, directing Surg Maj F E M'Farland, G Baty 10th Brigade Royal Artillery, to take medical charge of Fourth Muchee Bhawn and 7-33rd Royal Artillery—as a temporary measure, vice Surgn Maj R Wates.

13th Hussars—Regtl order, dated the 18th April 1875, appointing Lieut and Adjutant W Christie, to officiate as Interpreter from the 15th inst, vice Capt H H F Gifford, on leave.

6th Bengal Cavalry—Regtl order, dated the 15th April 1875, making the following appointments, vice Capt E H E Kauntze, proceeded on leave.

Major R W Sartorius, V C, C M G, to officiate as 2nd Sqdn Officer, in addition to his duties as 1st Sqdn Subtn.

Lieut J C F Gordon, offg 1st Sqdn Subtn, to officiate as 3rd Sqdn Officer.

5th Native Infantry—Regimental order, dated the 15th April 1875, making the following appointments, vice Col W Q Pogson, proceeding on leave :—

Capt R B Inglis, Wing Officer, to officiate as 2nd in Comd.

Capt A G Handcock Adjutt, to officiate as Wing Officer, in addition to his other duties, pending the return from Garrison Instruction of Lieut W J A Birch Qr-Master.

9th Native Infantry—Regimental order, dated the 17th April 1875, making the following appointments, vice Lieut Col W H Hawes, Comdt, proceeded on leave :—

Lieut Col T E Webber, 2nd in Comd, to officiate as Comdt.

Capt F F J Toke, Wing Officer, to officiate as 2nd in Comd.

Capt R A Price, Adjutt, to officiate as Wing Officer.

Lieut H O Woodhouse to officiate as Adjutt, in addition to his duties as 1st Wing Subtn.

The undermentioned officers have leave of absence :—

Royal Horse Artillery—Col G V Johnson, (A Brigade,) to England, overland, from date of embarkation, to appear before a medical board.

Vetry Surg J C Dwyer, (A Bt gade,) to England per troopship from date of embarkation, to appear before a medical board.

Vetry Surg F Moir, (A Battery C Brigade,) to Bombay, from the 14th April to the 14th May to appear before a medical board

4th Foot—Capt F Mc Logan, to Bombay, for one month from date of quitting regiment; and thence to England, for four months, on urgent private affairs.

Royal Artillery—Major J W Collingwood, (G Battery 8th Brigade,) to remain at Cawnpore from the 16th April to the 15th May on private affairs, in extension.

Capt H T M Dett, (No 4 Batty 6th Bade,) to England overland, from date of embarkation, to appear before a medical board.

Capt T Graham, (Adjutt 19th Brigade,) to England, per troopship, from date of embarkation, to appear before a medical board.

66th Foot—Capt T Murphy, to England per troopship, from date of embarkation, to appear before a medical board.

109th Foot—Capt A Balderston to Mussoorie, from the date of availing himself of it to the 15th Oct, on private affairs

Lieut and Local Captain T Shepherd from the 16th February to the 20th March to enable him to rejoin.

Staff Corps—Major H Z Darrah (doing duty at Cawnpore) to Futtegurh and Mussoori from the 10th May to the 10th November, on pr v

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

LEVEE AT SIMLA.

SIMLA, 5TH MAY.

It is arranged that His Excellency Lord Northbrook will hold a *levée* at Peterhoff on the 24th instant, in honour of Her Majesty's Birthday.

[REUTER'S TELEGRAMS.]

PARLIAMENT AND THE PRESS.

LONDON, 5TH MAY.

In the House of Commons last night the Marquis of Hartingdon brought forward a motion to place the relations between Parliament and the Press upon a satisfactory footing. Mr. Disraeli however deprecated, for the present, any change being made.

On a motion of Mr. Sullivan all strangers were excluded during the debate.

The House then adjourned until the 25th instant.

GERMANY AND BELGIUM.

BERLIN, 5TH MAY.

The reply of Belgium to the German Note has been communicated to the Chambers; it promises to follow the initiative of Germany with regard to the modification of the laws regulating the licence of the Press.

THE POPE.

LONDON, 5TH MAY.

The Pope is again indisposed. His Holiness is suffering from extreme physical weakness.

THE CHESTER CUP.

The race for the Chester Cup has been won by Freeman.

LONDON, 4TH MAY.

The Liverpool Cotton Market closed very dull. Surats heavy.

The London Cotton Market has been dull and drooping.

Fair Dhollera 5 5/16d.

The Manchester Market has been dull.

7 lbs. 8 hirtings ..... 7s. 3d.

8½ lbs. do. ..... 8s. 10½d.

40s Mule Twist ..... 1s. 0½d.

8 per cent Consolidated 93½

5 per cent. French Rente, 1872 .... 102¾

STEAMER REPORTS.

GALLE, 5TH MAY, 9-13 A.M.

French Mail Steamer Pekin, from China, arrived.

We are glad to be able to state that the Hon'ble J. K. Bythell is much better, and that he will not now leave till the 24th of this month by the mail steamer.

HIS EXCELLENCY Joao Taveros de Almeida, the new Governor of Portuguese India, arrived here by the mail steamer. After a stay of a few days, His Excellency will proceed to Goa.

INSTRUCTIONS have been sent to the British Ambassador at Constantinople to réquire from the Bucharest Government full satisfaction for the recent outrage committed on Mr. and Mrs. Dodd there, near Galatz. It is said that Lord Derby's language on the subject is very peremptory.

THE Undaunted, 31, screw frigate, 4,020 tons, 2,500 horse-power, the new flag ship for the East Indies, bearing the flag of Rear Admiral Reginald J. Macdonald, the newly-appointed Commander-in-Chief of the East Indian station, left the Medway on April 10th for her destination, calling at Devonport for her final orders.

IN the course of the proceedings in Convocation yesterday (April 15) it was stated that two chaplains would be appointed to accompany the Arctic Expedition. Captain Stephenson yesterday formally commissioned the Alert and the Discovery, the vessels to be employed in the expedition. The Prince of Wales is to accompany the ships in his yacht, the Osborne, for some distance on their voyage.

A TELEGRAM has been received from her Majesty's ship Challenger, dated Shanghai, April 23:—"All well. Have visited Humbolt Bay, Pepau, and Admiralty Island, got bottom at 2,570, fathoms. Address Vancouver after end of April." It is presumed that the message was forwarded from Japan, as up to the 4th of February there was no known intention to touch at Shanghai. Vancouver's Island is the next place of call after leaving Japan.

THE *Army and Navy Gazette* says that the Royal Commission on Retirement has found it desirable—we might, perhaps say necessary—to take evidence from certain officers who can be accepted as representing the views of the army on the important subject the Commissioners have been called together to discuss. It will be unfortunate, they have found their duty a more formidable one than they in the first instance imagined it. The Commissioners met yesterday (April 15) and received the evidence of his Royal Highness the Duke of Cambridge.

THE same journal believes that there is truth in the rumour as to the bestowal of honours and rewards on the approaching anniversary of Her Majesty's birthday, although it is impossible to obtain information as to the names of those whose services it is proposed to recognize.

AT a Board of Trade inquiry into the loss of the steamer Hongkong, which sank in the Gulf of Aden on Feb. 22nd, evidence was given by Mr. F. Lawford, the third officer, who was of opinion that the vessel struck in passing over a coral rock. The plates on the port side were ripped up nearly to the bridge, and the vessel sank by the head in seven or eight minutes. He showed that efforts were made to save all on board; but owing to the suddenness of the sinking Mrs. Walton, a lady passenger, who had been placed in one of the boats, was drowned. Five of her children and six of the crew also lost their lives.

CAPTAIN FREDERICK JAMES MYLIUS, Paymaster of the 43rd Regiment, who was arraigned at a General Court Martial on the charge of having, at Cannanore, between the 20th October and 13th November 1874, fraudulently misapplied the sum of Rs. 13,232-4-1, public money, received by him as Paymaster of the 43rd Light Infantry, has been found guilty of the charge, and has been sentenced by the Court to be dismissed the service; and further, to make good, at his own expense, the sum of Rs. 13,232-4-1. The sentence has been approved and confirmed by the Commander-in-Chief in India.

FROM a private letter from Sabathoo, dated the 26th ultimo, the *Englishman* learns that, while the European regiment at the station was out on a field-day, one of the men fired a ball-cartridge, by which one private was shot dead through the stomach, and the knees of a second were broken. Amputation will, it is believed, be necessary, but the man, it is said, objects to the operation being performed. A suspicion is mentioned that the ball, which appears to have been changed from private sources, was intended for one of the officers. The culprit remained undiscovered up to the date of our correspondent's letter.

As first results of the transit of Venus Sir J. B Airy sends the following letter dated April 15, to the London papers:—"I beg to send you the following extract from a letter just received from M. d'Abbadie:—'It may interest you to learn that Puiseux has given us the first French results for the sun's parallax, using the observations of Peking and St. Paul, all made with object glasses of 216 millimeters. The parallax is 8·879 sec. With glasses of 162 millimeters, used by other observers at the same stations, the tents is the same and the hundredth less by one or two units.'"

THE following General Orders have been issued from Head-Quarters, Simla, 24 h April 1875:—"The Commander-in-Chief in India desires to convey to the Army the result of the shooting by the Bengal and Madras regiments in this command, for His Excellency's Prize Gold Medal, for which 5,471 non-commissioned officers and men competed. The Commander-in-Chief congratulates the winning regiment, the 3rd Sikh Infantry, and the champion, Private Iman Shah on their success. Lord Napier of Magdala requests that His Excellency's approbation may be expressed to the fifty-one regiments which competed for the prize, for their honourable emulation to excel in the use of their arms."

IN a telegram from Simla to a Calcutta paper we read these words, addressing the Bengal Government on the Excise administration, the Government of India say the general principles which they desire to inculcate are, that unduly stringent measures to suppress the use of stimulants would increase smuggling and illicit distillation; that nothing should be done to place temptations in the way of the people; that the number of liquor shops should be reduced as far as may be compatible with public requirements, and no new shops should be opened without strong evidence for their necessity. The thanks of the Government of India are conveyed to Mr. Alonzo Money for his minute on the subject.

THE *London Gazette* of Tuesday night, April 13th, states that it has been agreed between her Majesty's Government and the French Government that a joint commission of representatives from each country should be appointed to consider and report upon the scheme for the construction of a tunnel under the Channel, so far as the same may affect the interests of either Government. The English Commissioners are—Mr. C. M. Kennedy, of the Foreign Office; Captain Tyler, R. E., of the Board of Trade; and Mr. Horace Watson, solicitor to the office of her Majesty's Woods, Forests and Land Revenues. A Paris telegram states that M. Gavard, French Charge d'Affaires in London, M. Kleitz, inspector general of highways and bridges, and M. Lapparent, mining engineer, have been appointed by the French Government as it a representatives on the joint commission.

UNDER date April 27th, the following special telegram is published by the *Times of India* relative to the opinions of the English press on the Baroda case:—

"While acknowledging the difficulties of the Governor-General's situation, the press generally condemns the deposition of the Gaekwar."

"It is understood that a motion will be made in the House of Commons about the matter."

If the information of our contemporary's correspondent is to be relied on, a Calcutta paper says, public opinion in England must have changed with remarkable rapidity since the 24th ultimo, when Reuter told us that "the majority of the English journals acknowledge the necessity of deposing the Gaekwar."

THE following Reuter's telegram is published in the London papers dated Shanghai, April 9:—

Mr. Wade, the British Minister, states that he has obtained passports enabling two English officials accompanied by a Chinese official, to proceed to Yunnan to investigate the circumstances attending the murder of Mr. Margary. Prince Kung has given an assurance that these officials shall hear the evidence before the prepetrators are sentenced.

We notice that the above telegram was not sent to Bombay as well as London; on the other hand, a telegram was sent to both places from Shanghai by Reuter on the 12th April, announcing the disastrous collision of the steamers Ocean and Fusing. The telegram given above would have been read with great interest in India. Why did Reuter send it to London only?

IN justice to Colonel Phayre, remarks the Calcutta *Indian Statesman*, it may be observed that the Home Government, in deposing Mulharao for "his notorious misconduct, his gross misgovernment of the State, and his evident incapacity to carry out the necessary reforms," has fully endorsed the policy of the late Resident at the Court of Baroda. The Indian Government appears to have removed Colonel Phayre because it considered that he had been unnecessarily harsh in his dealings with the Gaekwar, or had interfered vexatiously with that Potentate's laudable encavours to carry out the reform of his State. But it will, of course, if the Gaekwar was all that Her Majesty's Government has now declared him to have been, Colonel Phayre was perfectly justified in the position he took up with regard to him and his proceedings.

THE following question was put and answer was given in the Houses of Commons on the 15th of April, relative to the visit of the Prince of Wales to India:—

Mr. Hankey.—I beg to ask the First Lord of the Treasury whether it is intended by the government, in the event of the Prince of Wales visiting India, to propose to Parliament to make such provision as will enable His Royal Highness to discharge such duties as may be considered to bring his position as the representative of her Majesty with becoming dignity?

Mr. Disraeli.—The hon. gentleman on a hypothetic event makes an inquiry of a somewhat ambiguous nature. I apprehend that in the event of His Royal Highness the Prince of Wales visiting India he would be visit a great deal in the represen ative of her Majesty. (Hear, hear). The Viceroy would continue to fulfil the duties which are attendant upon such a position. But I would refer my gallant friend to the hon. gentleman that in the event of the Prince of Wales visiting India, and in the event of her Majesty's government having to make any public communication on the subject, the House of Commons will be duly informed in the country to whom it will be made (much laughter).

H. M. 76TH REGIMENT, now at Secunderabad, has sustained the loss of its Colonel, Major-General Matthew Smith, C. B. This officer entered the Army in 1816, served with the 9th Regiment and on the Staff of General Pollock's Army during the campaign of 1842 in Afghanistan, and was present as D. A. Adjutant General at the forcing of the Khyber Pass, and as Brigade Major in the action at Mamoo Khail, forcing of Tezeen and Hufi Kotul Passes, occupation of Cabul, expedition into Kohistan, storm and capture of Istaliff (Medal, and Brevet of Major). He served with the 29th Regiment in the Punjab campaign of 1848-49, including the passage of the Chenab, battle of Chillianwalla (wounded); and he commanded the 24th Regiment in the battle of Goojerat (Medal with two Clasps, and Brevet of Lt.-Colonel). Served in India during the Mutiny of 1857-58 (Medal). He was appointed Colonel of the 76th in February 1871.

THE *Madras Times* states that the Madras Government has ordered, or is about to order, a special inquiry into the circumstances that led to the deplorable disaster at the Wallajah bridge during the funeral of the late Lord Hobart. This is a very proper step to take the *Times* thinks, and adds, "the matter is far too serious to be passed over without special notice, and at present it is impossible to find out who is to blame. We, and other public critics, have naturally been inclined to hold the police responsible, in the first instance, for the occurrence; but if, as we now learn, there was no reason to be doubtful of the security of the structure, the responsibility for the sad occurrence will rest elsewhere—where precisely we shall probably learn as the result of the inquiry to be held. It is absolutely essential for the public safety that the various departments that hold that safety in their keeping should feel a sense of responsibility kept up to the mark. The Press tries to do this by public criticism, but an authoritative inquiry will carry more weight, and will, of course, be able more completely to bring out the real state of matters."

THE following telegram relating to the uneasy feeling about war in Europe appears in the London papers of April 15th, dated Berlin, April 14th:—"The semi-official *Provincial Correspondence* of this evening mentions the article in the *Berlin Post*, and the explanation in reference thereto, published by the *North German Gazette*, as well as the observations of the Pesth-Lloyd and Austrian journal, and lays stress upon the fact that at the present time there is no foundation in the state of political affairs for the apprehensions of war which have been awakened in several quarters. The *Post* of this evening reverts again to its article of the 9th instant, and refutes the idea of its having any semblance of a semi-official character. It says:—"The alarmed state of the public mind did not date from the 9th inst., but had been felt as a weight upon all kinds of affairs for a long time past. Every one was pointing with the finger to the seat of the uneasiness. The cry of warning had a practical object, and all sincere friends of peace in France now know whither the war party of their country is steering. A rough word spoken at the right moment prevents the utterance of rougher still at a subsequent time. If our article of the 9th inst. had a sound of war about it, it has had some value, even though of a modest character, in the cause of peace."

SIR JAMES HANNEN sat for the first time this term in the Divorce Court to-day (April 16) and proceeded to try undefended divorce cases, the first of these was Laughton v. Laughton and Munroe, in which the petitioner, a Colonel in the Bombay Staff Corps, prayed a dissolution of his marriage on the ground of his wife's intimacy with the co-respondent. Mr. R. Searle, the counsel for Colonel Laughton, stated that the parties were married in 1858, and there were five children issue of the marriage. Most of the married life was spent in India, and from that country the respondent came to England with her children for purposes of education. The co-respondent was engaged as tutor for the boys, and from a communication made to him by his eldest daughter, the petitioner wrote to Mr. Gardner his solicitor. That gentleman made inquiries, but came to the conclusion that though Mrs. Laughton had certainly been guilty of indiscretion, there had been no criminality. This conclusion, however, proved to be an erroneous one, for soon after the respondent and the co-respondent took a passage to New York, and on the voyage passed as man and wife, and whilst in America they lived together. These facts having been proved by the evidence taken on commission, and by oral testimony, his lordship granted a decree *nisi* for a divorce.

THE following story is told by the *Pioneer*:—"A startling episode took place at Umballa a few days ago whilst Mr. McNabb, the Commissioner, was holding sessions. A prisoner, named Bunsee, was being tried for the murder of a child. Evidence and argument had been given, and the Commissioner was engaged writing his judgment, when the prisoner asked leave to go outside for a few minutes. Permission having been granted, he commenced moving out with a feeble gait, as if very infirm, until he arrived opposite a book-shelf, where an iron spike, about a yard long, had been placed. Then, suddenly stooping down and seizing it in his manacled hands, he sprang with a ferocious howl on the native deputy inspector, who was standing near, and endeavoured to stab him. The latter fortunately had noticed his action as he seized the spike, and succeeded in arresting the blow, not, however, without getting his sleeve torn and his arm slightly wounded. Closing with the prisoner, and aided by the constable who held the rope attached to the handcuffs, he threw the man down. The prisoner for some time struggled violently, and endeavoured to force the point of the spike into the deputy inspector's chest. Mr. McNabb, however, rushed in and managed to wrest the weapon from the prisoner's hand, and he was then secured. On being taken outside he admitted at once that he had intended stabbing the Commissioner so as to ensure being hanged immediately."

We learn from the *Pall Mall Budget* that detailed news by Cairo, reaching down to February, confirms fully the particulars which have already reached us as to the entire conquest of Darfur, and describes the state of that large country, which is four times the size of the Soudan province lately annexed as perfectly reconciled thus far to Egyptian rule. Since Abdel Rahman, brother of the slain Sultan, set the example of submission by coming in, and was publicly restored to his possessions by the prudent policy of Zober Pasha, the commander of the Khedive's forces on the spot, the other members of the dethroned family have one after another followed this example, the late Sultan's eldest son and heir Mohamed Fadel, being the last to surrender, as was natural. At the date of the last despatches he had left his hiding-place in the hills and come down to Facher, the capital and future seat of provincial administration with his followers, to make his formal submission to the representative of the Khedive. For the present the governor of the Soudan, who had the control of the expeditionary forces, is charged with the administration of the new conquest. But the scheme already approved as Cairo divides it into four *mudirieh*, or separate districts, each of which is to have ten officers of police and a judge with two assistants allotted to it, besides a clerical staff and a small garrison of regulars. The future Governor-General at Facher will superintend the whole, and be assisted or checked by a divan of councillors, modelled in imitation of that of Egypt itself. The first material improvement to which the Khedive has ordered attention to be paid is the construction of a line of telegraph to connect the centre of each *mudirieh* with Facher so that the Governor-General can maintain constant direct communication with each of his subordinates. The people of the country prove as yet to be far more tractable and settled in their habits than the long-harried and divided population of the Soudan, the former favourite seat of the vanishing slave-trader.

EUROPEAN AND OTHER EXTRACTS.

HEADS OF INTELLIGENCE.

(*Home News, April 16.*)

In the House of Lords the Indian Legislation Bill has been read a second time.

In the House of Commons a motion by Mr. Gregory for Government to take into consideration the case of the shareholders in the Old Bank of Bombay was lost by a majority of sixty-seven. Lord G. Hamilton, in reply to a question by Mr. Sullivan, has stated that the papers and documents connected with the trial of the Gaekwar of Baroda, will shortly be laid before Parliament. The prisoner and his wife and the *Daily News* are summoned to appear at the Bar of the House this evening to answer a charge of breach of privilege. Concerning the proposed visit of the Prince of Wales to India, Mr. Disraeli has stated that His Royal Highness will not visit that country as the representative of Her Majesty, and that the Viceroy would continue to fulfil the duties in connection with his position. In relation to the Bonds and Kirwee prize-money, Lord C. Hamilton has stated that it was not likely that any further distribution would be made to those persons whose claims had been already satisfied. In reply to a question concerning the bestowal of honours, by Parliament, Individuals who have exerted themselves in connection with the Indian Famine, Mr. Disraeli stated that it would be better to leave the exercise of that prerogative to the Crown.

THE visit of the German Crown Prince to the King of Italy, after having been delayed, is now about to take place.

Considerable anxiety has been growing up on the Continent from various warlike rumours in connection with the supposed cohesion of Austria, Italy, and France against Germany.

The Carlists have executed eight Alfonsist prisoners by way of reprisal for the same number of Carlist volunteers.

The Queen has appointed Major Montagu John Battye, late of the Indian Army, to be a Gentleman-at-Arms.

SIR W. Hackett, Chief Justice of Penang, is about to proceed to Fiji for the purpose of organising a system of judicial administration.

Her Majesty and those members of the royal family who are residing with her at Osborne, are all in the enjoyment of good health.

Great preparations are making for the installation of the Prince of Wales as Grand Master of the English Freemasons at Albert Hall, on April 28.

OBITUARY OF THE WEEK.—Capt. L. W. Halsted, Madras; Sup. Gen. H. J. Boyd, Bo.; Rev. Count Brunnow The Hon. H. T. Stanley; Rev. Sir. C. R. Lighton, Bart.; Maj.-Gen. Buchanan, R.A.; G. J. H. Glion, C.E., late Punjab Rail.; Lieut.-Col. J. Gordon, late 47th Reg.; Capt. J. R. Hamilton, late E.I.C.S.; Lady Chelmsford; Lady Alice Shirley; Capt. Johnson, R.N.; Lieut-Col. H. Rutherfurd, late Bengal Art.

INDIAN LEGISLATION.

HOUSE OF LORDS, APRIL 15.

THE Marquis of Salisbury, in rising to move the second reading of the Indian Legislation Bill, explained that, in the first instance it had been intended to confine all the Acts relating to India and its Government, and had been earnestly wished for by the Government of India for some time past. But an unobserved revolution had taken place in the House of Commons which made legislation exceedingly difficult. He alluded to the last-past Session, which had an absolutely extinguishing effect upon Bills of that kind. He therefore proposed to confine the operation of the Bill to one of the branches—a most important one—of the law of India. The Courts of India had the power of declaring ordinances passed by the Governor-General to be *ultra vires*, and this power, of which we in England had no experience, was not confined to superior Courts, but could be exercised by the meanest Courts of summary jurisdiction. That provision recognized the necessity of imposing certain limits on on Acts of the Legislative Council. He proposed to alter the machinery by which those limits were worked out, and the power of the Courts of Law brought to bear upon them. Section 22 of the Indian Councils Act restrained Governors-General from making laws which should repeal or "in any way affect" any provisions of Acts therein specified. Obviously, the intention of the framers of that Act was that no law inconsistent with the Acts in question should be passed; and from this mistake a great deal of inconvenience had arisen. On one occasion the Legislature of Bombay gave powers to a small Court to deal with offences in the streets, and this was held to affect the jurisdiction which had been previously given to a High Court. In this state of things inconvenient decisions had been given, and it was part of the object of the Bill to prevent such decisions being given in future. A more important matter was that by the India Council Act the Governor General in Council was restricted from making any law which might affect any part of the unwritten law or constitution of Great Britain and Ireland whereon the allegiance of any person might depend. In the case of the Wahabee conspirators Mr. Chisholm Anstey had argued that the unwritten law of Great Britain and Ireland by any legislation affecting the social contract and on that ground he impugned the authority of the Government of India to make the law under which the conspirators were arrested, and called on the people to resist it. The Act was a most costly, and some of its framers would have wished during the discussion of last night that it had been in operation in some of our colonies. The Judges listened with regret to Mr. Anstey's argument, but admitted that there was some excuse for it in the ambiguity of the Act which is the object of this Bill to remove. If acts were to be declared *ultra vires* it should be done by a court which was really supreme; and he proposed that no Court in India should have power to say that the Acts in question were beyond its power, but if the Supreme Court of the Presidencies were of opinion such was the case, they might by three of their members represent the facts to the Government of India, who should transmit them to the Secretary of State, by whom they should be submitted to the Judicial Committee of the Privy Council. In re-enacting Her Majesty's power of disallowance he proposed to extend it to laws or parts of laws, to avoid the inconvenience of not being able to consider a part of a whole code. He further proposed by the Bill to remove any doubts as to the validity of certain regulations made by the Bombay and Madras Councils before full statutory power had been given them. While he was responsible for this Bill, he must acknowledge that it had been prepared by Mr. Skeen, than whom no more capable draughtsman could have been charged with the duty. He moved that the Bill be read a second time.

Viscount Halifax willingly testified his approval of the course taken by his noble friend in consolidating the law with the assistance of so able a draughtsman, and wished to observe that the anomalies to be corrected came into existence before his official responsibility in connexion with Indian affairs. He thought it was right in principle, if the Court was of opinion that an Act was *ultra vires* of the Legislative Council, that it should make a report to the Governor-General; but he did not quite see how the provision would work. What was to happen in regard to the case before the Court out of which the necessity of reporting arose? Were all proceedings in the case to be suspended in the meanwhile? That was, perhaps, a point which could best be dealt with in committee on the Bill; but he had thought it well to call attention to it at the earliest opportunity, in order that it might be duly considered.

The Marquis of Salisbury said he should like to consult legal authority before committing himself to an opinion on the point, but it was very possible that it might be desirable to insert in the Bill words enabling the Court in India to suspend all proceedings in the case before it until the question of the validity of the Act had been decided at home.

Lord Lawrence was understood to express the opinion that the modification of the law embodied in the Bill before the House was one of much value and importance. The proposal of the noble marquis would allow the law to be acted upon, and at the same time prevent injustice.

The Bill was then read the second time.

The Marine Mutiny Bill and the Mutiny Bill were severally read the third time and passed.

Their lordships adjourned at 25 minutes past 7 o'clock.

GERMANY AND BELGIUM.

HOUSE OF COMMONS, APRIL 12.

MR. O. LEWIS asked the Foreign Secretary of the Treasury whether it was true that a menacing Note had been addressed by the Prussian Government to the Belgian Government, referring among other matters, to the liberty of the Press in Belgium, and calling upon the Belgian Government to alter the laws of their country whether any communications upon the subject had been received from the British Minister at Brussels or any instructions sent to him by Her Majesty's Government, and, if so, whether he would lay such correspondence upon the table of the House; and as Great Britain had formally guaranteed, in conjunction with the other great Powers of Europe, the neutrality and independence of Belgium, whether it is the intention of Her Majesty's Government to take, diplomatic or otherwise, in fulfilment of that guarantee, should Belgian independence be imperilled in consequence of rejecting the demands of Prussia. Now, Sir, as a general rule, I think the House will support me in the position that it is not expedient or necessary (general cheering) that the policy of Her Majesty's Government, whoever having made him a present of a piece of land called Ghenda, on the border of Hamasia and Egypt, he gave part of it to the Swiss and Swedish missionaries at Massowah. These built some houses on the land and sent a native missionary to reside there. The peasants of Hamasia however, declared that Ghenda belonged to them, and threatened to kill the missionaries and burn their houses. The missionaries then escaped to Eilet; but the Government is so weak that it has not yet been able to take any steps to punish the ring-leaders in this affair were the Abyssinian monks and priests, who are strongly opposed to foreign missionaries, and have immense influence over the people. The correspondent adds that the loss of the energetic Theodore, who at least kept the political factions and the priests in order, is much regretted among the people, and that if his son were to come back he would find a strong party in his favour, and would have little difficulty in ascending the throne. "But to return to me," the correspondent proceeds, "that Abyssinia will first fall into the hands of Egypt; and if, as is probable, the country is placed under the rule of Herr Munzinger, this will be a great boon to it. The Bogos districts have already been silently annexed by Egypt, and King Johannes' protests pass unheeded. Hamasia will doubtless soon follow, and with as little noise. There is not a single element of the population of Abyssinia capable of successfully opposing a united resistance to a foreign invasion. One half of the people would be on the side of the invaders, and the remaining half would soon be beaten. A struggle of the undisciplined and badly armed Abyssinians with Egyptian troops would be hopeless. . . . Even religion would hardly be an obstacle, for nearly one half of the people of Abyssinia are Mahommedan. As matters are at present, King Johannes must sooner or later be forced by the quiet advance of Egypt into a war and you must be prepared at any moment for the news of a collision and of the annexation of Hamasia to the Khedive's dominions. In this struggle civilization and progress are on the side of Egypt, whatever may be thought of it from a European point of view."

MOMBASA.

(*Pall Mall Budget.*)

THE following is an account of the recent capture of Mombassa and its restoration to the Sultan of Zanzibar, translated from an Arab local correspondent:—

As far back as the 30th of July last the Sultan sent Hamad-bin-Sulaiman to Mombasa, with orders to remove Muhammad-Abdullah, the Hadhramauty, in whose charge he had placed the fort there, in consequence of his irregular proceedings. When the paper of his discharge was delivered to him he said that he would go and remove his effects. On entering the fort some words passed between him and the Baluchis who were stationed on the bastions, which ended in an interchange of shots, the Hadhramautis closing the door against the Baluchis and opening fire upon them from within. They were obliged to retire to the water's edge, whereupon they were disarmed, and most of them made prisoners. The mutineers then shut the gates and fortified themselves in the castle. Information of these proceedings reaching the Sultan, his Highness overlooked them, in the hope that it was a sudden outburst which would soon subside. Therein he judged rightly, for shortly after the mutinous governor pleaded for forgiveness for himself and his companions, which his Highness accorded, but at the same time placed another Hadhramauty governor in the fort, named Said-'Abdullah, with forty men. When Hamad-bin-Sulaiman returned to Zanzibar, Muhammad-'Abdullah sent him a present with him, whom the Sultan treated with the greatest kindness, never alluding to the past outbreak, and then permitted him to return to Mombasa. The Hadhramautis continued to behave well for two months, but after that period, when the news of the harshness of their tyranny and oppression, which seemed to increase more and more insomuch that at length in the month of December, the Sultan sent a detachment to the place consisting of 150 Arabs, another party of 120 to keep order in the district The day after their arrival Muhammad-'Abdullah and his followers sallied from the fort and attacked the Arabs, the latter returning their fire. These sallies and engagements went on for six days, during which the Hadhramautis plundered whatever property they could lay hands on belonging to the Hindus, Baniaus, and Arabs. It should be borne in mind that their number greatly exceeded that of the Arab troops. When the Sultan was informed of this he sent to Captain Prideaux, the acting British Consel, and begged that he would supply him with a vessel wherein to despatch soldiers to Mombasa. That officer said at once that he would proceed thither in person. To this his Highness replied that there was no necessity, inasmuch as he believed that he had a force of his own sufficient for the occasion. Captain Prideaux said he would go and take with him the 200 men of H. M. S. *London*, and that if he found that the Hadhramautis had killed any British subject he should at once act against them; if they had not, he would return with the vessel and bring their chief to Zanzibar; and, should he refuse to come, he would force him. Captain Prideaux accordingly sailed on the 16th of January, the Sultan sending at the same time a ship laden with his soldiers, guns, mortars, and so forth; and on the 21st he disembarked his master of artillery and artillerymen in a vessel of his own. On the 13th Captain Prideaux arrived at Mombasa with her Majesty's ship *Nassau* and *Rifleman*. His report, sent to the Sultan subsequently by Aly-bin-Salih, states that on his arrival he had held a colloquy with Muhammad-"Abdullah, but as the latter would not listen to reason he proceeded to hostilities. That the insurgents did not expect the Sultan's forces to land, half of which they asked for quarter which was granted. That then the British seized the fort, together with the Sultan's agent there, named Saif bin Sulaiman, and his confederates, and took them over the Island of Pemba. Muhammad-"Abdullah and Salih Aly, whom the Sultan had associated with him and two of their party the Acting Consul had brought with him [to Zanzibar] having assured them of protection. To this the Sultan replied "Very well." His Highness was then apprised that the Acting Consul would call upon him. The hour fixed by the Sultan was 3.30 of the following day, at the same time he expressed the hope that Muhammad-"Abdullah would not be permitted to land till after the conference. Captain Prideaux waited upon his Highness at the hour named and after he had related to him what had been done the Sultan said, "All this is most kind of you and the whole British Government has placed me under the greatest obligations." His Highness then asked what was to be done with the arch-mutineers. The reply to this was: Let what they have suffered suffice. The Sultan, however, urged that these men had been soldiers in his service and besides having been guilty of many atrocities had mutinied and that unless they were adequately punished their bad example might prove dangerous to others; moreover, that he had many Hadhramautis in his service in other places who, by such lenity, would think nothing of rebelling as their countrymen had done. The Consul's reply was: Let things be as they are, and should any attempt to do as they have done we will give a good account of them. The Sultan answered: So let it be; nevertheless they must not on any account be allowed to land. This was acceded to, and on the Sunday following they were sent in a ship to the island [Pemba]. His Highness then reminded the Acting Consul that there were many Arabs there, and pointed out to him the possibility of a collision betwixt them and the Hadhramautis. This also Captain Prideaux undertook to attend to, and also to see that they were sent back to their own country at the opening of the monsoon. Meanwhile I have to tell you that these fellows, when they left the fort of Mombasa, took with them all the booty they had plundered there from the Arabs, Hindus, and Baniaus, and that the confederates of the arch-rebel Muhammad-"Abdullah, who are till at Pemba, constantly come over to Zanzibar to dispose of their ill-gotten spoil, selling what is worth one hundred dollars for ten, or for as much as they can readily get for it, seeing that whatever they can realize is clear gain to them. God only knows how very shortly if not at once from India the award which he makes upon the testimony and report submitted to him. Compared with the duty of punishing an infamous crime and freeing a helpless people from misery and tyranny, modes of procedure are but of secondary importance. But, if the three European Commissioners have taken the same view of the Baroda poisoning case, the embarrassment upon which certain persons impudently contend has disappeared, and, while we refrain from explaining the motives which might readily enough account for any disidence at all among the members we do not hesitate to repeat that, whatever force a notoriously evil character can add to damning special testimony Mulharrao's career supplies it. Lord Northbrook stands in every way free, therefore, to pronounce the judgment which his conscience and responsibility counsel.

ABYSSINIA AND EGYPT.

(*Pall Mall Budget.*)

A LETTER from Massowah in the *Cologne Gazette* gives some information as to the relations of the Egyptian Government with Abyssinia. "The Abyssinians," he says, "have looked with alarm and distrust upon their Egyptian neighbours ever since the troops of Mehemet Ali pushed their conquest to the Abyssinian frontier in pursuing the Mamelukes. Abyssinia is now almost powerless to defend herself against her neighbour, who is gradually drawing in upon her from all sides. All the roads which connect Abyssinia with the sea-coast pass through Egyptian territory. The road from the western provinces on the Blue Nile goes partly by Sennar to Khartoum, the capital of the Soudan; the remaining and largest part passes by Gallabat and Kassala to Suakim, on the Red Sea. The principal road from Central Abyssinia, Ambara, and Tigre ends at Massowah, the chief harbour of Abyssinia on the Red Sea, which has now for 300 years been under Turkish rule. From the fertile districts of Southern Abyssinia, too, the roads leading to the Indian Ocean have been in Turkish hands since Egypt occupied the Somali coast last year. All these facts are well known to the Abyssinians, and are of course not calculated to give rise to a friendly feeling towards Egypt. Unfortunately, they are quite convinced that they are the first nation in the world, and every Abyssinian Christian firmly believes that his country will at some future day conquer Mecca and Medina, take Jerusalem from the Turks, and cause Mahomedanism to disappear from the face of the earth. European adventurers who have from time to time sought to mend their fortunes in the country have encouraged the Abyssinians in this belief; and their Sovereigns have only been prevented by incessant rebellions and civil wars from attempting to carry out their supposed mission. Theodore, "who knew his subjects well and was an enlightened if unscrupulously well-educated tyrant," looked upon the Egyptians as his natural enemies, and the great object of his life was to conquer Massowah and the land on the coast. His successor, Kassa, who reigns under the pompous title of 'Johannes' King of the Kings of Ethiopia,' is prepared with Theodore "a poor actor by the side of a real hero." His subjects are in a state of chronic rebellion, his authority in the more distant parts of the country is a mere name, and he is bitterly hostile to his southern neighbour the King of Shoa. Consul Colonel Kirkham the correspondent says that all his attempts to improve the country have failed. The King having made him a present of a piece of land called Ghenda, on the border of Hamasia and Egypt, he gave part of it to the Swiss and Swedish missionaries at Massowah. These built some houses on the land and sent a native missionary to reside there. The peasants of Hamasia however, declared that Ghenda belonged to them, and threatened to kill the missionaries and burn their houses. The missionaries then escaped to Eilet; but the Government is so weak that it has not yet been able to take any steps to punish the ring-leaders in this affair were the Abyssinian monks and priests, who are strongly opposed to foreign missionaries, and have immense influence over the people. The correspondent adds that the loss of the energetic Theodore, who at least kept the political factions and the priests in order, is much regretted among the people, and that if his son were to come back he would find a strong party in his favour, and would have little difficulty in ascending the throne. "But to return to me," the correspondent proceeds, "that Abyssinia will first fall into the hands of Egypt; and if, as is probable, the country is placed under the rule of Herr Munzinger, this will be a great boon to it. The Bogos districts have already been silently annexed by Egypt, and King Johannes' protests pass unheeded. Hamasia will doubtless soon follow, and with as little noise. There is not a single element of the population of Abyssinia capable of successfully opposing a united resistance to a foreign invasion. One half of the people would be on the side of the invaders, and the remaining half would soon be beaten. A struggle of the undisciplined and badly armed Abyssinians with Egyptian troops would be hopeless. . . . Even religion would hardly be an obstacle, for nearly one half of the people of Abyssinia are Mahommedan. As matters are at present, King Johannes must sooner or later be forced by the quiet advance of Egypt into a war and you must be prepared at any moment for the news of a collision and of the annexation of Hamasia to the Khedive's dominions. In this struggle civilization and progress are on the side of Egypt, whatever may be thought of it from a European point of view."

THE DEPOSITION OF THE GAEKWAR.

(*Daily Telegraph*, April 16.)

WE may now expect at any hour from India the important tidings which will announce the decision of the Viceroy upon the case of the Gaekwar of Baroda. It cannot be too clearly understood that Lord Northbrook's position in this matter has been from the first, and remains, independent and supreme. In pronouncing the willful of the Government upon the evidence adduced, and, in adjudging this Prince, the Viceroy must not be regarded as the reporter of a verdict. He is, as the Queen's Representative, the paramount and only Judge of such questions as affect the vassal Rajas of India, and the decision which will shortly be communicated to Europe, not as the outcome of a trial. To call the inquiry which has taken place at Baroda by such a title is a misnomer. What has been held in the Gaekwar's capital was an Inquest of State conducted by six Commissioners, who had no power to do more than hear the evidence and report upon it. To suppose that difference of opinion between the members of this Commission implied the same thing as a Scotch finding of "Not proven," or a failure and discharge of the jury in the English courts was equally a fallacy with the view which regarded the investigation as a formal trial. We have good reason to believe that, even in reference to the Commissioners' opinion, a great misstatement has been made by interested parties. Those who have not scrupled to postpone the interests of justice and good government in India to professional objects have given out that the honourable President of the Court had reported, along with the native members, in the sense that the testimony adduced seemed to him insufficient to convict. It will not surprise us to learn from India that this is a gross error, and that Sir Richard Meade, Colonel Malleson, Mr. Meade and Mr. Melvill in taking quite the opposite view. If that be so, the aspect of the matter, even from the erroneous ground of those who have called the inquiry a trial, will be wholly changed. There would thus be an equal division of opinion among the Commissioners, and the spectacle would be presented of the native-born members inclining in one direction and the educated and logical Europeans in the other. Had the proceedings borne the character ascribed to them by interested people, this would still leave Lord Northbrook completely at liberty to pronounce a judgement; but we must repeat, in justice to him, that the case before the Court and the opinions of the Commissioners, whether divided or unanimous, could but constitute, and have only constituted, a corpus upon which the Supreme Government, from the first, held itself free to pronounce a final opinion. Much mischief has been done by mistaking the conceptions of the Government at home and in Calcutta upon this point; but if our belief be justified that the statement was entirely false which represented the Premier as considering in this light the Baroda case, and we consider, and I believe those who are competent to form an opinion upon this question also consider and have considered for some time, that this is a question which is concluded. (Hear, hear.) The honourable gentleman has asked, "as great Britain has formally guaranteed, in conjunction with the other great Powers of Europe, the neutrality and independence of Belgium, what steps is it the intention of Her Majesty's Government to take, diplomatic or otherwise, in fulfilment of that guarantee, should Belg

CAPTAIN BOYTON'S TRIP.

[From the Special Correspondent of the Daily Telegraph.]

THEY say that time and tide wait for no man. It is equally certain that these elements are sufficiently despotic to overrule and alter the most ambitious schemes formed with the idea of conquering the terrors and dangers of the sea. Man proposes, it is true, but the bravest man is often beaten back by time and tide. When the news is spread about that Captain Boyton did not absolutely succeed in swimming across the Channel, and we are bound to confess that this most brave and adventurous gentleman arrived at ten minutes to eight at the port of Boulogne standing on the paddle-box of a small tug-steamer, and not paddling up the harbour, cheered and congratulated by the thousands of good-natured French people who had taken so warm an interest in the feat, we must still never forget that the actual feat of crossing the Channel unaided was only left unfulfilled in the merely strict and accurate acceptation of the terms. In point of fact, Captain Boyton has done far—very far—more than anyone could possibly have expected. His powers of endurance have had the most violent possible test, and they have resisted every kind of pressure. The value of the Captain's life-saving dress as being able to last and support a man so long as his heart beats and the breath remains in his body is absolutely and incontestably proved. When, we declare that, in the dark and in the light, in smooth sea, in rough sea, in chopping, ugly waves, in rolling swell and in really rough and stormy weather, he remained in the sea from twenty minutes past three on Saturday morning until ten minutes past six on Saturday evening, having paddled some fifty miles in these fifteen hours, and that when night was coming on and great danger anticipated, he was taken out, sorely against his will, and as cheery, hearty, and apparently as unfatigued as when he took the water, enough has surely been said to prove the splendid enduring powers of Captain Boyton, as well as the practical value of his wonderful apparatus.

But I am following the example of the ladies who look to the last chapter of the three volume novel to see how the story ends before they have commenced any perusal of it. The tale is far too interesting to be treated in this manner; indeed, I feel sure that all who accompanied this famous expedition will not, now that it is over, lament so very much the weary, painful hours in that little tug, the Rambler, tossing, rolling, pitching, and drifting on every imaginable style of Channel sea, when they remember they were present and saw with their own eyes the accomplishment of a feat of endurance quite without precedent. I must take the reader back for a moment to the small hours between Friday night and Saturday morning to the Lord Warden Hotel, Dover, where we left Captain Boyton sound asleep when Friday closed. The sleep in question was not destined to be so long or so sound as might have been, for there were already innumerable arrangements to be made, and the Captain was so anxious that he could not remain in bed. About one o'clock, when all the members of the Boyton expedition are assembled; when messages of good will are constantly being received, and the very latest intelligence being despatched to all parts of the world Captain Boyton enters in a complete suit of dark blue sailor serge looking the very picture of health and fitness, though the doctor tells us the anxiety concerning the trip has upset him somewhat, and that he might have been much better on such a day. However, nothing could look cheerier to the ordinary eye. The blue serge suit shows the well-proportioned, neat figure of the young American. Like a good workman, Captain Boyton looks over his apparatus for the last time. He makes affectionate inquiries about the large dagger knife, of which he appears to be particular fond; he handles and tests the good old paddle which has taken him through so much danger in America and elsewhere, and he sees that all straps, cords, strings, and buckles are satisfactorily adjusted. Before we get off let us once more call to mind the directions and instructions of the French pilot, who has made elaborate calculations and has fixed the hour of three o'clock for the outset, on the understanding that the Captain can paddle on an average about two or three miles an hour. The chart is once more consulted, and it is apparently conclusively shown that if the difficulties of the Varne and the Ridge can be surmounted in good time a fair tide will take the swimmer across to France and enable him to accomplish the feat. To the uninitiated it would appear that after so important an undertaking the general scheme of the expedition has been formed not quite with mature judgment. The offer of the French Ship-wreck Society was so spontaneous, and the Boulogne people had taken such a genuine interest in the Boyton invention, that it was impossible to refuse the kindly offer of sending over a Boulogne pilot to convey the expedition. But when it came to a French pilot steering an English tug steamer which it was found necessary to take with us, and no power or court of appeal against his judgment, why then commonsense people will see what difficulties might easily be created. We do not pretend for one moment to say that the French pilot's course was not a good one, or that he did not use his utmost energies to spare Captain Boyton extra fatigue and unnecessary paddling, but we do confidently submit that on such an occasion the expedition might have been satisfactorily accompanied by facilities for the pilotage of the tug being under either American or English, who would have kept an eye on the whole proceedings, and given the advantage of their valuable advice. As it turned out, such advice would have been of the greatest value. However, the arrangements were made, and it was determined to abide by them, although it was not until we were very many miles out to sea that Captain Boyton knew if he were to take a course of his own, to follow the French lugger or to be guided by the voices or direction of the English tug. The subject was far too important to risk any failure, and a few rehearsals might have been advantageous before Captain Boyton made his first appearance on the stage of the English Channel.

That first important and momentous question about time went against us at starting. The expedition lost twenty minutes at the commencement, and thus arose the difficulties at the Varne and on the Ridge. The delay was purely accidental. In putting on the dress it was discovered that the stockings worn were too thick to put down into the leg of the apparatus, and certain alterations and cuttings had to be made. It was quite a quarter-past three when Captain Boyton left the Lord Warden by a back door in order to avoid the crowd. At this early hour of the morning the people seemed to rise out of the ground like mushrooms. There was sad confusion too at the start. It was not known even at this moment from which side of the pier the Captain would take the water. The steam tug was brought up along-side at the landing stage of the rails; there was a hurry-skurry and a shouting from the pier authorities, saying that the French mail was expected in at every minute, and the Board of Trade had given orders to a gentleman to act the part of Banquo's ghost or the skull on the feasting table towards all the gentlemen who were appointed to accompany the expedition, cheerfully warning them that they did so at their own risk and responsibility, that they were travelling in an uncertificated steamer, that they must take the consequences of their rashness. It astonished the assembled company to hear that even Accidental Death policies would be forfeited, in all probability, after the Government warning, and I must own there were moments during the next sixteen hours when these solemn utterances returned and came back dinning in our ears. The scene was one of excitement as well as confusion, and had its picturesque qualities. On the pier stood a very fair crowd of sightseers, officers from the regiment quartered in the district, and officials, prepared to cheer the Captain from the English shore. The pier authorities were urging an instant embarkation, a brass cannon on the steamer made a terrible din and on the paddlebox stood Mr. Boyton, the brother of the swimmer, letting off rockets, Roman candles, and magnesium lights, with praiseworthy energy. Between intervals of sudden light were periods of impenetrable darkness and the start was only known on the steamer by the lusty cheering of the people overhead. A most dangerous start it was. With the full wash of our steam-tug beating against the piles of the pier, and with the huge mail steamer instantly expected, Captain Boyton took the water on our side. We see him first by the aid of a magnesium light fighting away with the wash of the steamer right under the wooden beams of the landing stage, and as we steamed forward into the night we could only ascertain his whereabouts by the sound of the voice. Although the wind was very favourable, blowing northerly and off shore, the Captain started without sail and only with paddle. There were very few on board the Rambler who did not heartily wish for day. It was soon discovered that the system of constantly calling out to the Captain was extremely injudicious and unfairly exhausting to him. It was during these first hours of darkness we all remembered that the start was quite half an hour late, and already there came words of warning from the pilot, reminding us of the Varne and the Ridge. Day broke quietly and sadly between four and five, and all eyes were strained in our course behind to see if we could see the paddle at work, and the floating man. We could see nothing. For a good half hour there was not a trace of Captain Boyton, and it was then discovered that the steamer must go very slowly indeed if we were to bear him company. At last some good glasses detected the paddle, and the small boat was put back to ascertain if all was well. At this moment, and at this moment only the first rules for steering the course were fixed and all looked bright again when the little sail was taken out and fixed on the wooden clog which fastens on to the swimmer's feet at twenty minutes to five. In addition therefore, to the fatigue of paddling there is the cramped position of the foot which holds the sail as well the constant pain of those sharp blows of the salt water on the unprotected face. The wind freshens up at twenty minutes past five, and as there is a signal by the paddle, the Rambler, which has been labouring along, puts back and meets the swimmer. As he comes alongside we anxiously expect some words of importance, but it is only a bit of fun, and possibly a ruse for keeping the steam tug closer to him. The question we get from Captain Boyton is, "Is the Doctor sick?" and we now know that he is in capital spirits, and encourage him with a good cheer from the decks.

There were friends of Captain Boyton on board the Rambler not nearly so jolly as the swimmer himself. At six o'clock once more the Captain comes alongside, and a cigar is lighted and put into his mouth. At 7-20 we are all in high spirits, and send up the first two pigeons with good news for home; at 7.30 a boat is put out, in which Dr Diver, of Southsea, takes to the Captain some light stimulants and tests the temperature of the swimmer's body. All is so far well. Captain Boyton is well and confident, and at the end of every medical and confidential interview he begs to be told where Cape Grisnez is to be seen, and always adds "I mean to make France to-night." But changes come suddenly at sea. This is no day for seeing Cape Grisnez, and a driving rain comes down to commence the tedious difficulties of the expedition. The Rambler, who should have got over all the Varne troubles if that unfortunate delay at setting out had not occurred, drifts aimlessly and cruelly on the lumpy and broken waters. If the Rambler puts on steam we shall certainly leave the swimmer behind, and it is hard work enough for him now, poor fellow, buffeted by the waves, and his face and eyes blistered with the salt water. "It's the saltest water I have ever been in, this Channel of yours," he says as we encourage him over the side of the Rambler, and whenever he comes up the exact distance done and the miles to be accomplished are carefully asked for. The doctor reports that Captain Boyton feels sleepy and drowsy at nine o'clock, but declares he is full of confidence, and determined to paddle on until he reaches France. The old French pilot, who sees better than we can the difficulty of the position, and knows perfectly well that his calculations have been put out by the time lost and not verified by the pace at which the Captain proceeds, is the first to give in and croak. He knows the tides and channels so well that he is perfectly certain France will not be reached by the swimmer by nightfall; but instead of giving his technical and nautical opinion, this honest and good-hearted old pilot takes up the humanitarian line, and declares that the man cannot do it, that he will be drowned, and that it is the duty of some one to bid him come out. All this happens when the rain is coming down, when the sea is increasing in strength, and when the Rambler and Captain Boyton are struggling over the Varne and the Ridge. The fine old pilot—an excellent fellow—is not a good hand at logic. The Captain is in the doctors' hands, and it is for them to order the swimmer out of the water and not the pilot. The Boytons and all in authority disregard the croakers entirely. Mr. Boyton on board will not hear of any interference save from the doctors. The medical man pronounces his patient to be strong, well, and confident. In reply to every question, the Captain still answers, "I mean to make France to-night." And so, after many an hour, we get over the Varne. Every opportunity is taken throughout the day to encourage the plucky gentleman, who remains without one murmur or complaint. There might be cruel scenes on board the Rambler when we are tossing about in mid Channel, but no such word as "fail" ever came from the lips of the Boyton family. They had set their teeth, and intended to carry out the project; and besides, as Mr. Boyton observed, "My brother is quite well, and can go on." It was encouraging for us all when some fleet of fishing vessels came round our famous swimmer and lifted up their voices to encourage the dauntless man; and the passengers on board the Folkestone mail may take this from me, that the honest shouts which came across the sea to us from the crowded paddleboxes did us more good at a trying and anxious moment than they knew at the time. They could see, as we could, the bright white flitts sail and the bold swimmer, intrepid and daring to the last; but, as for us, there was the knowledge that the day was going on, and the weather was becoming more threatening, and our course was not precisely known. At 1.30 they went out in the boat to wipe the sharp salt water from the Captain's face, and to give him his second cigar. At 1.55 we were encouraged by the cheers in mid-Channel of the passengers on board the Folkestone boat.

It was not until nearly six o'clock in the evening, when Captain Boyton had been in the water for fifteen hours, and had accomplished a calculated distance of close upon fifty miles, that anything like a dramatic view of the situation presented itself. It will endeavour to clearly as I can state the exact position of affairs at that moment. The delay at the outset and the dreary drifting at the Varne had destroyed all chance of that favouring tide which was to lend the swimmer on the shore of France some assistance. It was about 6 p.m. night was coming on; the promised land never appeared in sight, and when the water was fathomed—not by the pilot's orders, but by a volunteer on board—it was found that the expedition was very many hours' journey from shore. According to all appearances, the Rambler and the swimmer did little more than rock about the ocean, making little or no progress. It, therefore, became a question how long matters could go on in this fashion. The French pilot once more took the initiative, and declared that the French coast could not possibly be reached by Captain Boyton that night, and that, if the expedition was to continue during the night, it would be literally impossible in that state of the weather to keep the tug steamer close by the Captain. The doctors, although they reported the swimmer to be strong, well, and confident, could not, of course, take the responsibility of saying that the Captain could last out all night on the chance of the steamer not parting from him; and, lastly, those on board of the Rambler could not undertake that this somewhat rickety vessel would weather out a Channel storm if she were not allowed to proceed and steam her own way. What then was to be done? Captain Boyton and his brother strenuously urged going on at all risks. They themselves had their present strength, and very naturally did not care to turn back when so much had been done. After an anxious consultation, the distinct assurances of the pilot that he could not be responsible if the tug steamer could remain with Captain Boyton during the night, and the doctors' anxiety as to their patient if he were lost sight of alone, unattended, and without stimulants, outweighed all other considerations, and much against his will, Captain Boyton, well, strong, and confident all the time, was taken on board the steam-tug at ten minutes past six. He walked unassisted along the deck, and down to the cabin. It was calculated that when the Captain was taken on board he was ten miles from Cape Grisnez and about thirteen from Boulogne, the destined port. It is quite certain that he had been fifteen hours afloat, and had accomplished, as near as could be reckoned, fifty miles. It is needless to add how warmly the Captain was cheered when he left the sea, or what regret was universally felt that the bad weather alone prevented the certain accomplishment of his feat. The Rambler at once put on full steam, and made for Boulogne Harbour, which was reached a few minutes before eight o'clock—too late, unfortunately for the steam tug to come to shore. Rockets and fireworks were sent up from her deck, the brass cannon was fired again and again, but no Boulogne pilot or lifeboat would venture over the bar to meet the hero of the day. There was just time to risk getting one boat-load, including, of course, Captain Boyton, his brother, and the chiefs of the expedition, to land—and, after having been dragged over the bar by the sailors of the pilot's lugger, they touched firm ground without any further accident, leaving their luckless companions on the Rambler to remain cruising about outside until one o'clock in the morning, or a period of twenty-two hours between Dover and Boulogne. There was a scene of some genuine excitement on Boulogne Pier, and all the world had come out attracted by the cannon and fireworks. The President of the Société des Naufrages came to greet Captain Boyton, and had his promised shake of the hand, and the gallant gentleman was thronged upon by the excited crowd and cheered as he walked in his swimming-dress, paddle in hand, along the pier. The French Humane Society, according to their promise, at once took charge of their hero, and having refreshed him with a warm bath and, some soup, put him to bed comfortably, and saved him from any further excitement that evening.

What, then, are the practical results of the feat achieved by Captain Boyton? Simply this—that any one in possession of the dress cannot sink in however heavy a sea. The danger is merely that of exhaustion. The sailor provided with a Boyton dress can float for all time, like a bottle or a cork, and, so long as he can keep body and soul together by necessary nourishment, he cannot come to any harm. He may faint, but he cannot drown. The results of Saturday's experiment show also that the method of keeping with the tides and currents is not so exhausting as might be imagined. Captain Boyton was not in good health when he started, as will be seen from the doctor's certificate, but he gained strength as he went on, and the temperature of the body remained precisely the same as when he began. The face, which is the only part of the body exposed, is liable to be ill-treated by the waves, but there is no danger in a bruised or a swollen face. There seems to be no doubt whatever that, had there been any luck yesterday with wind and weather, Captain Boyton would have accomplished his feat with the greatest ease. He could paddle back to England to-morrow morning with no difficulty, provided the weather was fine, the sea calm, and he was properly piloted over the course. It would appear, after this severe test, that the Boyton life-dress would be invaluable at all lifeboat stations along the coast, as a means for carrying out ropes and otherwise assisting the shipwrecked; and, on the principle that whilst there is life there is a hope, a sailor in the navy or the merchant service, in a Boyton dress, would be far better off, even without provisions, than the gallant undertake that this somewhat rickety vessel would weather out a Channel storm if she were not allowed to proceed and steam her own way. What then was to be done? Captain Boyton and his brother strenuously urged going on at all risks. They themselves had their present strength, and very naturally did not care to turn back when so much had been done. After an anxious consultation, the distinct assurances of the pilot that he could not be responsible if the tug steamer could remain with Captain Boyton during the night, and the doctors' anxiety as to their patient if he were lost sight of alone, unattended, and without stimulants, outweighed all other considerations, and much against his will, Captain Boyton, well, strong, and confident all the time, was taken on board the steam-tug at ten minutes past six. He walked unassisted along the deck, and down to the cabin. It was calculated that when the Captain was taken on board he was ten miles from Cape Grisnez and about thirteen from Boulogne, the destined port. It is quite certain that he had been fifteen hours afloat, and had accomplished, as near as could be reckoned, fifty miles. It is needless to add how warmly the Captain was cheered when he left the sea, or what regret was universally felt that the bad weather alone prevented the certain accomplishment of his feat. The Rambler at once put on full steam, and made for Boulogne Harbour, which was reached a few minutes before eight o'clock—too late, unfortunately for the steam tug to come to shore. Rockets and fireworks were sent up from her deck, the brass cannon was fired again and again, but no Boulogne pilot or lifeboat would venture over the bar to meet the hero of the day. There was just time to risk getting one boat-load, including, of course, Captain Boyton, his brother, and the chiefs of the expedition, to land—and, after having been dragged over the bar by the sailors of the pilot's lugger, they touched firm ground without any further accident, leaving their luckless companions on the Rambler to remain cruising about outside until one o'clock in the morning, or a period of twenty-two hours between Dover and Boulogne. There was a scene of some genuine excitement on Boulogne Pier, and all the world had come out attracted by the cannon and fireworks. The President of the Société des Naufrages came to greet Captain Boyton, and had his promised shake of the hand, and the gallant gentleman was thronged upon by the excited crowd and cheered as he walked in his swimming-dress, paddle in hand, along the pier. The French Humane Society, according to their promise, at once took charge of their hero, and having refreshed him with a warm bath and, some soup, put him to bed comfortably, and saved him from any further excitement that evening.

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Boulogne, April 11, 1875.

By the desire of Captain Boyton, I accompanied him on his passage across the Channel, from Dover to Boulogne. At 2.30 a.m., on Saturday, while he was dressing for the voyage, I submitted him to examination. He is a man of 5ft. 10in. in height weighing about 12st, well developed, broad chest, and of somewhat phlegmatic temperament. His respiration was normal, his heart feeble in action, pulse weak, 70 beats to the minute, and he was suffering from slight he pain derangement. His temperature, taken from the mouth, was 97.7 Fahrenheit previous to departure. I gave him a mixture composed of half a pint of milk, yolks of three eggs, and a table-spoonful of brandy. He entered the water a little after 3 a.m. I visited him in a boat and found his temperature as before, which was 97.9 Fahr., having risen 2 since his departure. I gave him a mouthful of egg-mixture. This was distasteful to him, and he said it made him feel sick. He took nothing else to the end of his efforts, save a small quantity of cherrybrandy and water at long inter vals. At 9 a.m. I visited him again in the boat, when he complained of being very drowsy. I attempted to take his temperature again, but he was somewhat irritable, and the record was not accurate. I further visited him during his voyage at long intervals, when he invariably replied to my questions by saying he was all right, and in better trim than at starting. He received from me three cigars during the day, which he enjoyed very much. He left the water at 6-15 p.m. or fifteen hours after entering it. After his dress was removed I again submitted him to examination. He was perfectly calm and collected, and showed no visible signs of distress. He was perspiring freely, and his respiration was perfectly normal. Pulse 80 and feeble; temperature 97 and a trace. I placed him in a blanket in his berth, where he remained for about an hour. He then assumed his swimming dress, and went ashore, if nothing had occurred. It is my opinion that he could have continued his exertions for at least six hours longer. He tells me that, without paddling, he felt equal to twelve hours' more exertion, and that he could have paddled for ten hours. Mr. Willis, surgeon, of London, was present at my first examination of Captain Boyton.

(Sd.) THOMAS DIVER, M.D., Southsea Hants.

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After the operation of upwards of 39 years, the Directors feel entitled, with great confidence, to invite the attention of the Public to the marked success which has attended this Society, and the strong reliance it possesses for the confidence and support of all classes desirous of effecting Assurance on Lives.
Combining the advantages of a mutual and proprietary Company, and without attempting a rash competition with other offices, it has pursued a steady progressive course, affording all the benefits which, consistently with the Security to Assurers and Assured, can possibly be given.
The Tables of Rates for India have been accurately calculated from the Experience of the late East India Company, and are as moderate as is consistent with perfect security.
The total number of Policies issued from the commencement of the Society to the end of the year 1872, was 10,916, assuring £9,717,599-15-11
And the amount of claims paid during the same period was £1,992,449-12-0
The Assets of the Society in England and India on the 1st December 1872 were... ... ... £967,709- 3-5
of which Thirty-three Lakhs are invested in Indian Government Securities.
A reduction of 50 per cent. on the Premia of Policies entitled to participate in Profits was declared on the 14th May 1873.
So that the Annual Premium of an Individual insuring on the Profit Scale at the age of 30, in the sum of Rs. 10,000 at the Civil rate ... Rs. 480 0 0
And after 6 years he would be entitled to a reduction of 50 per cent. for Profit ... ... ,, 240 0 0
Net Annual Premium ... Rs. 240 0 0
Or at the reduced English rate ... Rs. 246 0 0
Less 50 per cent. as above ... ,, 123 0 0
Net Annual Premium ... Rs. 123 0 0

No Society, Mutual or Proprietary, with rates of premium so low as those of the Universal, and retaining so ample a Reserve for Liabilities, has been able to afford larger advantages than those to its Assured.
The Rates for short terms are as low as those of any other Assurance Companies. Medical referees are remunerated by the Society by a honorarium of Rs. 16.

SPECIAL ADVANTAGES TO THE ASSURED AFFORDED BY THE SOCIETY.

1st.—Perfect Security combined with the utmost Liberality and Economy in Rates of Premium.
2nd.—No Liability of Partnership.
3rd. Lives below the Ordinary Standard of Health, or afflicted with Gout, Rupture, or other Ailment not immediately dangerous, may be assured at a moderate increase of the usual rate in proportion to the extra risk.
4th.—Assurance may be effected on Participating Scales, entitling to Profits; and on non-Participating Scales, viz., without Profits, at reduced Rates, for short periods or for the whole Term of Life.
5th.—Stamp Duty on all Policies paid by the Society, without charge to the Assured.
6th.—All Medical Fees, including those of the Medical Referee named by the Society, and of the Society's own Medical Examiners are paid, by the Society, except in cases of Assurance for a short term under Rs. 5,000, when the Medical Fees shall be paid by the Assured.
7th.—All claims paid within three months after satisfactory proof of Death, or earlier, under discount.
8th.—One Calendar Month, as days of Grace, allowed for payment of Premiums, and Claims Paid should Death occur within that period, as well as the Days of Grace, or deduction of such Premium, with Interest, from the sum Assured, claimed upon Death.
9th.—Policies allowed to lapse, may be revived within three months of the Premium becoming due, on proof of good health and payment of a small fine, and within six months, at the discretion of the Board.
10th.—Policies, upon which the Age has been admitted, indisputable, except on the ground of Fraud.
11th.—Policies on Lives in India for the whole Term of Life which have been in force for the full period of three years, are purchased by the Society, or Loans granted thereon to the extent of two-thirds of their estimated value.
12th.—Written notices of Assignment of Policies received and registered by the Agents, such written notices to be served at Duplicate so that one copy may be transmitted for registration in the Chief Office in London.

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This Company has passed the probationary period of development, and has now become a well established Office, doing a larger business than was ever before transacted in the same period of time by any Life Assurance Institution, and on the 31st December 1874, possessed a current annual premium income of over £50,000.

THE GREAT QUESTION OF THE DAY IS—
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THE ANSWER IS SIMPLE—
Only let the nett premiums be reserved and invested at compound interest, exclusively to meet claims under policies, and the fund will so rapidly and enormously accumulate as to make the provision for payment as certain as is death itself.

AN EMINENT ACTUARY SAYS:
"To make the system of Life Assurance complete, it has yet to be recognised that an Assurance Society is, in its very essence, less a trading company for profit to shareholders than an institution with purposes of trust for policy-holders, the trust being to receive and husband the premiums till such time as, by the discharge of the member's claim, the trust is ended as far as such member is concerned. To this end it should be enacted that every office shall carry over to a reserve fund a sufficient proper proportion of its annual premiums, to meet assurance risk, and claims only, and not to be touched in any way for expenses, which, if need be, should come out of the shareholders' capital. The Trustees of the Fund would take care that it is profitably invested, so as to obtain the best rate of interest consistent with safety."
This is exactly the system adopted by the "Positive," the entire nett premiums being invested at compound interest in trust for policy-holders, and hypothecated exclusively for the purpose of paying claims under policies. The investments are made, in England, in Consols yielding interest at the rate of about 3¼ per cent. per annum; in India, in Indian Government Securities, yielding about 4 per cent.; in Canadian Dominion Stock, yielding fully 5 per cent.

POLICY-HOLDERS IN THE "POSITIVE" HAVE THREE DISTINCT LINES OF SECURITY:
1. The Guarantee Fund of over £51,000 Consols (one-fifth of the paid-up capital).
2. The Nett Premiums invested at compound interest as above.
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THE POLICY-HOLDERS' FUNDS AMOUNTED, ON THE 31ST OCTOBER, 1874, TO OVER £125,000.
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